VOL. CCXVI, No. 2824
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MARCH 27, 1954

# The SPHERE

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# Bottle and Jug

*(A passage which, by some oversight, Lewis Carroll never wrote.)*

"Hatta's only just out of prison," said Haigha.

"What was he in for?" Alice ventured to ask.

"A month," said the King.

"I mean," said Alice patiently, "what crime had he committed?"

"He's going to take someone else's Guinness," replied the King nervously.

"But does he go to prison *before* he takes the Guinness?" asked Alice.

"Of course," said the King. "That's how we do it in Looking-Glass Land. It's much better that way. Then when he does take it no-one will mind."

"Except me," said Haigha, stretching out his hand, just too late. "Will you have the goodness to return my Guinness," he cried to Hatta.

"I can't have the Goodness if I return the Guinness," said Hatta. "My Goodness, your Guinness," he added politely.

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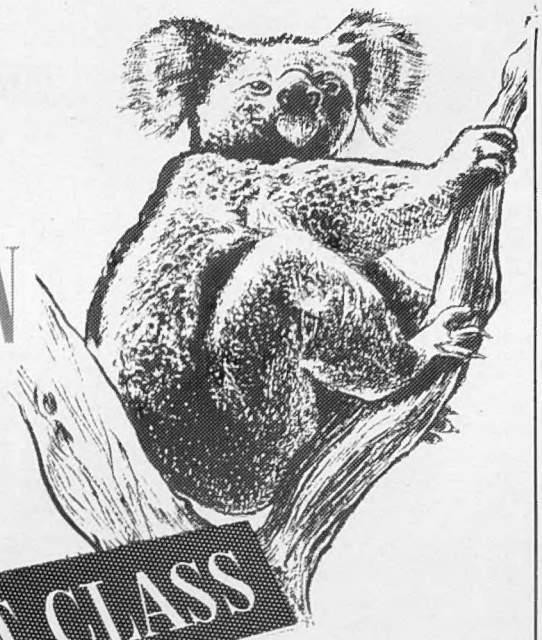

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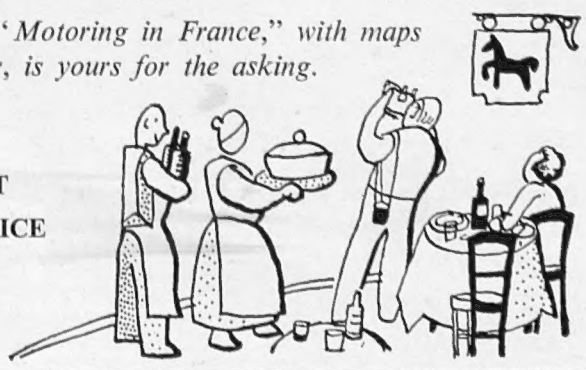

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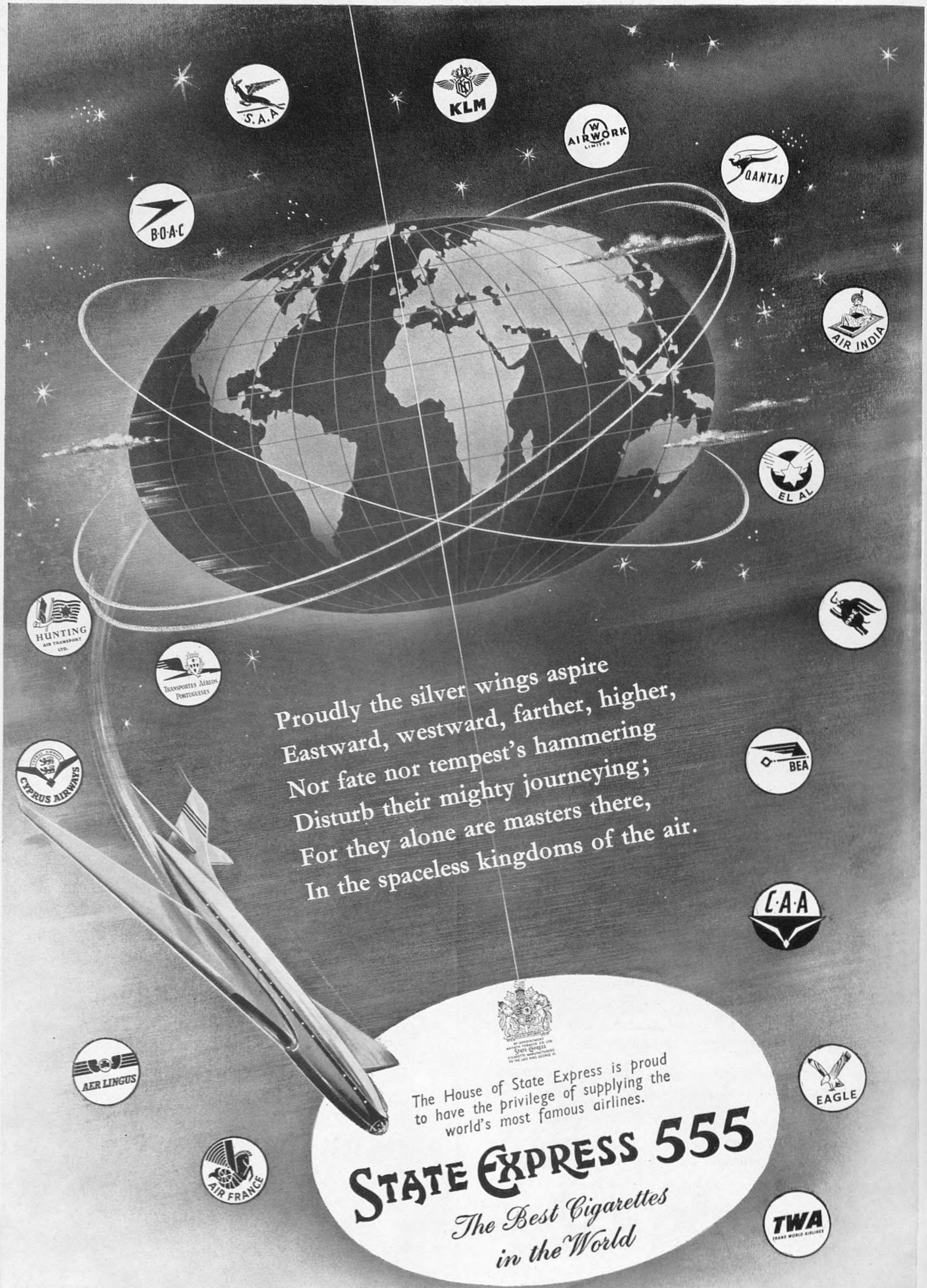



The House of STATE EXPRESS. 210 PICCADILLY. LONDON. W.1.

Volume CCXVI No. 2824

The SPHERE, London, March 27, 1954

# The SPHERE

with which is incorporated THE GRAPHIC

**A BOUQUET FOR THE QUEEN IN QUEENSLAND—HER MAJESTY LEANS FORWARD TO RECEIVE THE PRESENTATION FROM LITTLE BETTINA BUSS, DAUGHTER OF THE MAYOR, DURING HER VISIT TO BUNDABERG : This small river port and sugar-refining centre was the first stop on the 2,500-mile Royal progress through the State of Queensland. The Royal visitors spent ten days in the State and travelled across mountain jungle, cattle country and rich sugar lands.** **(See also pages 450-51).**

The Queen and the Duke of Edinburgh arrived in Brisbane, capital of the State of Queensland, on March 9, and after two days of official engagements in the city began their extensive tour of the State. On the first day they left the airport at Brisbane, flying 200 miles northward to Bundaberg, the small town on the Central Queensland coast, and the centre of the State's southern sugar belt. The nine-mile drive into the heart of the town was made in an open car, despite the intense heat, the route being decorated with archways made of sugar-cane. From the sugar country the Royal couple flew south again to Oakey, the airport for Toowoomba, in the centre of the Darling Downs, an area renowned for its wheat, sheep, dairy cattle and fruit. It was at Toowoomba that a group of twenty-two Australian aborigines performed a dance of ritual significance. Later in the week, the Royal couple flew 750 miles from Brisbane to Townsville, whence they set sail for Cairns, the most northerly point of their Australian tour. From there they went to the uninhabited island of Seaforth, in the Great Barrier Reef.

Postage—Inland, 2½d. ; Canada, 1½d. ; Elsewhere Abroad, 3d.

## GATWICK RESIDENTS PROTEST

**THE PUBLIC INQUIRY INTO GATWICK AIRPORT : A public inquiry into local objections to proposals for the development of Gatwick Airport opened at Horley last week. For the first stage of development it is proposed to build a 7,000-ft. southern runway which would be followed, in the second stage, by a 6,000-ft. one ; the second northern runway has not yet been definitely decided on. Counsel representing various residents' associations were able to question officials of the Ministry of Transport and Civil Aviation.**

## INTERVIEW ON AINTREE RACECOURSE

**THE B.B.C. INTERVIEWS MRS. TOPHAM AT AINTREE : Mrs. Mirabel Topham, who controls the Grand National Race at Aintree, which is run this Saturday, is being interviewed before newsreel cameras by Philip Robinson, television's North Region organiser. Mrs. Topham, in her efforts to establish her copyright of commentaries on the Grand National, has not been very popular with the B.B.C. of late. Last year their differences were solved by recording the commentary and broadcasting it about one second later.**

## ST. PATRICK'S DAY IN LONDON

**CARDINAL AND PREMIER AT WESTMINSTER CATHEDRAL : Cardinal Griffin, the Roman Catholic Archbishop of Westminster, is seen with Mr. Eamon de Valera, Prime Minister of Eire, after a pre-St. Patrick's Day service, which the Cardinal conducted, at St. Patrick's Church, Soho Square. Both of them were later guests of honour at a dinner of the National University of Ireland Club in London.**

RATES OF SUBSCRIPTION TO "THE SPHERE."

*Orders for subscription to* THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d. ; 6 months and Christmas Number, £3 ; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s. ; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

# A London Newslette

195–198, STRAND, W.C.2.

**"Delusions of Grandeur."**—The *New Statesman* recently impressed on its readers that Britain henceforth can never be a first-class Power on her own account. Economically we can never compete with Russia or America. Militarily and politically we can be either neutral or an ally of a Great Power. Delusions of a vanished grandeur shape our absurd policies. The writer was deploring the recent decision to lay down for Britain its own battle-fleet of aerial Dreadnoughts. The military argument for so doing he demolished by saying that three H.-bombs dropped on our island would put us out for the duration of the war—and after ; that, however strong our defences against air attack, three such bombs would evade them, and there was little use in our adding to America's fleet a handful of these expensive bombers to continue America's war. All this may be realistic, is certainly dismal and may be defeatist. People who disagree with the *New Statesman* on this point can produce a few counter arguments. They may point out that even Switzerland prepares to defend herself ; that we looked rather silly entering two world wars quite unprepared, and because it proved costly, we all resolved (not least the Socialists) not to be caught without our trousers again ; that man-power is a problem with us, and that if we prepare at all, we are wise to use the latest war weapons. They might also advance the broad argument that people or nations who engage in a struggle for existence start with a heavy handicap if they admit in advance that they are irretrievably second-rate and can't hope to compete with their big competitors. There are also some arguments connected with E.D.C. and the need for British co-operation and encouragement to bring about European defence. But "delusions of grandeur" certainly exist in Britain, and in no sphere are they more clearly visible than in the extravagance of spending on central and local government and on welfare benefits we cannot yet afford.

**Kicked into Reform.**—Why is it, I ask myself sometimes, that, prating of and priding ourselves on the golden age of planning, we are constantly made aware that reforms, when they come, are not the result of foresight in planning by government, but are always *concessions*, tardy surrenders to the bitter grievances of the masses for whom the planning is designed ? We see it in every department of life at home and overseas. Revolutions break out among native populations, blood is shed, property destroyed ; Commissions are appointed, troops are despatched, Ministers fly to the scene, and at last the native populations are given some of the rights and privileges they have long sought, and apparently with justice. We see it in industry. Wasteful strikes continue for years and end in the workers getting what at last is accepted as justice. We see it in the Services. The Army, Navy and Air Force melt away because conditions are unbearable to family men and pay totally inadequate for many grades. At last the Service departments see the red light and hasty sops are dished out. Why are the planners invariably pushed from behind by kicks in the pants ? It is not *our* idea of planning. But I fancy it is the only form of planning which a nation is likely to enjoy while the Exchequer wobbles on the edge of bankruptcy and while all the planners are preoccupied with an unwieldy mass of problems which mortgages all the time which should be available to calm thinking—ahead. But it would be more accurate to call it expediency, concessions, surrender, adjustment. . . . Planning is certainly not the *mot juste* for reform-at-the-pistol-point. And it is not even Parliament's pistol.

**All Over Bar the Shouting ?**—Optimism is good for morale and essential for fighting troops. And no doubt it is the duty of all leaders, military or political, to hearten their troops and nations with words of cheer. But optimism should be put over with caution. It is equally true that armies must not be lulled into despising the enemy, nor nations into pooh-poohing the difficulties that lie ahead. And time and again this difficult technique is found to be beyond the skill of statesmen and generals, and confidence is shaken on the morrow of its re-establishment. So it was last week in Indo-China. A few hours after the publication of most confident and cheerful reports on the Viet-Minh recession by political and military chiefs, the threat to the French stronghold 180 miles west of Hanoi created great anxiety in Saigon and caused Cambodia, lulled into quietude, to declare a state of emergency. No do the authorities in Paris and Saigon have great d culties in the matter of Press censorship of political military news from the troubled area. But the ca which interests so many in so many countries is well served by unrealistic and vague optimism.

**Priestley's Magicians.**—I was a gr fan of Priestley as a novelist, still more as a bro caster in the war years and just afterwards. He indeed, perhaps still is, a master of fireside talks the air. We don't get them now. It is all polem and loud noises. Naturally, then, I read his *Magicians*, and had ruefully to confess that I fou myself ranged rather on the side of his critic detract than of his critic admirers. I found myself, al still a "tick-tock" and not a "time-alive" ch Perhaps I am not quite prepared enough, perhaps old, to accept new theories of the nature of ti Propaganda novels seldom succeed. A man who tell a story as well as Mr. Priestley can should not the novel form for propaganda. He should keep businesses separate and turn out stories and pamphl Then he would not fall into errors in technique curi in a skilled novelist, and still more curious in a skil dramatist. As example, the very clumsy expedi he employs to persuade his businessmen to a c ference at the hero's country house in order to br them under the magicians' influence. Mr. Priestle views and theories will always interest me, bewilderin as they chop and change, but I prefer to follow th in short articles. Put into the mouths of fictio characters, they spoil two arts of which he is a mast

## FLOWER HARVESTING IN THE SCILLIES

**SPRING IN THE SCILLY ISLES : Hundreds of boxes of daffodils are being loaded fr St. Martin's quay on to the launch *Kittern* for transport to St. Mary's a from there by the *Scillonian* to the mainland for sale in flower-shops over the country. The early spring of the Scillies has made the flower-fie blossom into a glorious mass of daffodils ; the spring harvest of flowers now in full swing. An average of 1,200 tons of flowers are shipped annual**

**National Indiscipline.**—Perhaps a lit indignation, a mild grouse, is justified concerning t present laxness of discipline which is in evidence the nation to-day. Regulations are made and habit ally broken ; on the roads, in factories, in the buildi trade, in mines, and so on, precautions again accidents and dangers to the public are drawn up a too often disregarded. The report on the loss of t *Empress* gives some glaring examples. The roa are a daily reminder. Even in the air there is eviden that vital safety precautions are sometimes disregarde In industry indiscipline has long been making a nonsen of T.U.C. authority and efficiency. No doubt, th disregard of rules and regulations, let alone of domest and international laws and of civilised conventions world-wide and may largely be due to reaction fro over-regimentation in wars and to post-war unseati of reason. But it reveals humanity in a state of ve muddled thinking. For indiscipline, so far from bei a proof that man is determined to stand up for h freedom, is a very proof that he is not fit for person freedom. It reduces civilisation to barbarism, sin the whole virtue of civilisation is based on respons bility—responsibility to elected authority, to th State and to a man's neighbours. It is a pride English historians, notably Mr. Bryant, to cite th eighteenth and early nineteenth centuries as *loco classicus* for the fierce and fine individualism of ou race, when men of all classes, not least the humbles bravely defended their liberties and freedoms an rights, such as they were, and allowed none in authorit to disregard those rights. But the pride of Mr. Bryan in that epoch was not to glorify indiscipline. On th contrary, it was to approve discipline. In those day we accepted law and order, and as a race were bol and individualistic enough to trounce and correct thos who disregarded the rights of others. To-day is th age of indiscipline, and authority must put the telescop to its blind eye, being too weak to govern.

Cleaning the Gutters.—This is the time
year, and this is an era in history, when the "sun
nbs slow, how slowly." Accordingly, any gleam of
light in the back premises is welcome and worth
ording. It really looks now as if the slick fraternity
have for so long been cashing-in by the writing
publishing and selling of obscene and filthy books
documents must sacrifice a part of their profits and
a more reputable livelihood. When such people
brought to book in court, the chief plank in their
ence is that times have changed, and that what was
asty" to Queen Victoria is decent legal counter to
new Elizabethans. The Law has at long last
minded them that the test of obscenity in law remains
at it was in the mid-Victorian era when Lord
kburn defined obscenity in publications as any
tter likely to corrupt or deprave the minds of
lleable readers. Two observations occur to me.
is the habit of every generation to boast of its own
fection, its honesty, its realism, its sheer common
se, and to despise the stuffiness and ignorance and
pocrisy of past generations. A glance at a history
k tells another story. History is a record of action
lowed by reaction. The butterfly era of Byron's
eration reacted in one generation to a pre-Victorian
very strict "Early Victorianism." There is
hing fantastic in the idea that the rising generation
day will live to see a return to "Victorianism."
in; undoubtedly we have moved forward, perhaps
lthily, from the conventions which seemed to make
indecent and the facts of life unmentionable.
to enfranchise the facts of life does not justify
anchising the facts of vice. It may be well to
one stuffy cupboard, but the sewers should remain
ered. How slowly the mills grind! This modern
ion and moneymaker has gone on unchecked for
ades. Authority has had no time for such small,
estic matters. And the damage done is incalculable.
at last, I hope and believe, the corrupters are
cked and must ca'canny.

In the Heart of the New Forest.—
nfess to a violent shock when I read of the possi-
y of an L.C.C. overspill town for Londoners being
t in the heart of the New Forest, still more that
Hants C.C. had not regarded very seriously the
ifiable protests of the R.D.C. and residents. Quite
rt from the feeling of utter insecurity we all begin
feel about any of the few remaining beauty spots
anctuaries of our heritage, the policy of dumping
e overspill towns at considerable distances from
t cities may very well, and soon enough, prove
ther "ground nuts" extravagance. For such a
cy should be very slowly developed indeed, to
it of a careful psychological study of the reactions
he evacuated townsmen. All my present evidence,
ch is certainly slight, suggests that a majority of
sported townsmen grow homesick for the old life
he congested street and the city lights, refuse to
e new friends or find new interests, and cannot
ge into country life or even suburban life. If
New Forest plan is not scotched or killed, I fancy
ill raise the issue in violent form. County councils
t no doubt consider the means to reduce rates,
that is only one of their innumerable functions.
enity is certainly another. Shall we next hear of
ngalow town in the centre of Wimbledon Common?

Aintree and Putney.—"Hotspur" himself
adva ced the contentious theory that the Grand
ional is gradually losing something of its old
nour nd appeal. Others have said that it is not
race but the rendezvous that is at fault. I suppose
stics prove whether or not the appeal is less than
as. I thought the special trains for the race were
patronised to capacity, and I thought that Aintree
the operative word of this famous fixture, with its
ner and its Canal turn. A Grand National course
Epsom—which is suggested—might, I suppose,
a few more enthusiasts from London, but would
ly reduce the flow from Liverpool and the other
t northern cities. Is Cheltenham also feeling the
ze? Are the point-to-point meetings less popular?
nfess that the latter bore me after one race, but
e no signs that my view is shared. My lack of
usiasm for steeplechase meetings is based on the
n of the year rather than on the sport. The wind
ways in the east or else it hails; and at such times
intervals between races seem interminable and
durable. And that goes also for the Boat Race.
e is so much waiting about for so brief and so
strian a sight of the 'ooves of the 'osses. I have
yed boat races at Henley and racing at Goodwood.
then I am not a fan of either sport. If the fans *are*
ering at Aintree, let us by all means change the
e to the south (nowadays the stronghold of
er). And while we are about it, let us play Test
et matches on the *Commons* and village matches
ne *Lord's* ground. I have made sillier suggestions
eform than this last.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

LIFE IN A MODERN FACTORY

*Conditions for Workers in the British Nylon Spinners' Model Factory at Pontypool*

By EVE CROSLAND

## A NEW PASSENGER-FREIGHT AIRLINER IS TRIED OUT

**THE BLACKBURN BEVERLEY IS DEMONSTRATED AT BLACKBUSHE AIRPORT: The Beverley is a military version of the Universal, and it is now in production for the Royal Air Force. The commercial version can be used as a passenger or freight transport, or a mixture of both. It has been seriously considered by the authorities in Australia to extend the existing road and rail facilities. It can carry such varied loads as live cattle, carcase meat, minerals, heavy machinery, and general cargo of all descriptions. As a passenger transport, its seating capacity is 132, 42 of these being accommodated in the tail boom. The commercial and military versions are basically identical, the only differences being in internal equipment and layout. Conversion from one type to the other can be rapidly carried out, so that it is always available in an emergency in its military role.**

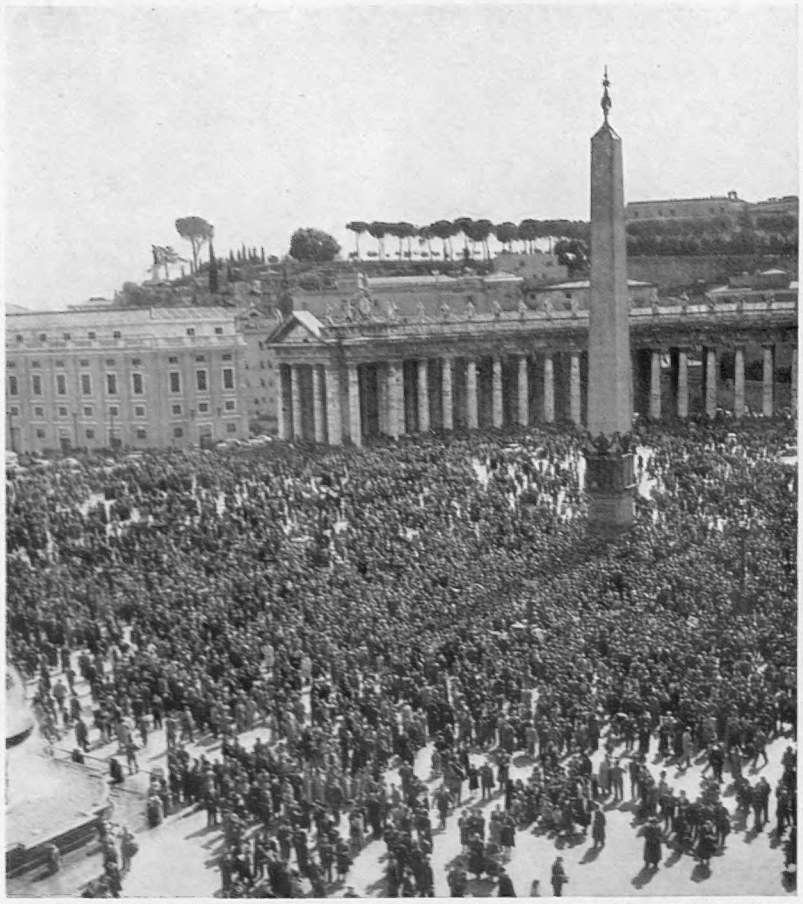
## THE ANCIENT ROTHESAY CASTLE TO BE RESTORED

**ROTHESAY CASTLE TO BE PRESERVED: Work has now started on the restoration of Rothesay Castle, which was given two years ago to the wardship of the Ancient Monuments Department of the Ministry of Works in Scotland. The Marquis of Bute, however, retains his ownership and his interest as Hereditary Constable of Rothesay Castle. The preservation work, which will take about two years, will include the installation of electric lighting and floodlighting equipment.**

Some say that Rothesay Castle was built by Magnus Barefoot, Norse terror of the Sudreys and Nordreys, in 1098; others consider that Magnus built it on the foundation of a much earlier building which had been there in Celtic times. Whatever its origin, the chequered career of the Castle truly reflects Scotland's rather bloody history. It was certainly there in the early thirteenth century, when it was attacked by Olave, King of Man, and Husbac, a fellow-Norseman of note. The Norsemen took it again during King Hako's invasion of 1263, but they lost it again after the Battle of Largs. The English occupied the Castle during John Baliol's brief term as King of Scotland, and it was subdued by Robert Bruce three years before Bannockburn. Twenty years after that it was fortified by Edward Baliol, only for it to be recaptured by the Steward of Scotland shortly afterwards. When the Stuarts mounted the Scottish throne they kept Rothesay as one of their Royal castles, James IV and V using it as a base for their pacification of the Hebrides. The Earl of Lennox took it for the English again in 1544, and during the English Civil War it again swapped hands between supporters of Charles I and Cromwell. But, during the Monmouth rebellion of 1685, the Earl of Argyll's brother seized the Castle, burned it, and left only the shell. Up to that time it had been a residence of the Bute family since 1498.

# THE WAY OF THE WORLD

*CELEBRATIONS IN ROME AND NEW YORK, AND OTHER FOREIGN NEWS IN PICTURES*



**100,000 PEOPLE GREET THE POPE ON HIS FIRST PUBLIC APPEARANCE SINCE JANUARY :** The Pope made his appearance during the feast of St. Joseph, when 50,000 former members of the Alpine Brigade, Italian war veterans, were gathered in St. Peter's Square. As the rumour that the Pope would show himself circulated, so others joined in the crowds, and when the window of the Pope's study was raised and the Pontiff appeared, it was estimated that over 100,000 people were gathered in the Square. The Pope remained for about three minutes, before lifting his hands in blessing and retiring.

**POPE PIUS XII BLESSES ITALIAN WAR VETERANS :** The Pontiff was looking pale and frail after his illness, which had kept him in his bed for fifty days.

**NO SMILING MATTER—THE BRITISH AMBASSADOR PROTESTS AGAINST ATTACKS ON BRITISH TROOPS : Sir Ralph Stevenson, British Ambassador to Egypt, is seen with General Neguib in Cairo when he made a strong and urgent protest against incidents in the Canal Zone which resulted in the death of a British officer and also the wounding of a number of soldiers. In contrast to the smiles usually worn at these meetings, both the Ambassador and the Egyptian President looked grim.** For a number of days a series of violent incidents took place in the Canal Zone. Egyptians fired upon troops, grenades were thrown at drivers, and finally two officers of the Royal Army Medical Corps were attacked near their quarters at El Bellah. When an Egyptian opened fire, one of the officers was killed, and the other was wounded.

**A PUBLIC FIGURE AT HOME TO THE PRESS :** Miss Zsa Zsa Gabor wearing her best zebra outfit and net stockings when she received reporters in Hollywood to give them her latest views on Mr. Porfirio Rubirosa, the Dominican diplomat. After apologising for the fact that she had no champagne to offer to the Press, Miss Gabor explained that Mr. Rubirosa, whose separation from his wife, the former Barbara Hutton, had just been announced, was an old family friend and that she had no plans to marry him. She said that she had formerly been "incorrect" in accusing Mr. Rubirosa of having blacked her eye.

**MISS BARBARA HUTTON RETURNS FROM HER HONEYMOON WITH ONLY HER DACHSHUND TO KEEP HER COMPANY :** The Woolworth heiress with her pet dog Cocotte at her New York hotel suite. Miss Hutton had just returned from Florida, where she had been honeymooning with her husband, Mr. Porfirio Rubirosa. They were married last December, but it has now been announced that Miss Hutton has separated from her husband, and, it is stated, is seeking a divorce. She expressed a desire not to be called Mrs. Rubirosa; all she would say of her fifth husband was that she did not expect to see him again. Miss Hutton plans to make a trip to Honolulu shortly. Mr. Rubirosa has so far made no comment.

BIRD'S-EYE VIEW OF ST. PATRICK'S DAY CELEBRATIONS IN NEW YORK: Young John Medro, of New Bedford, Massachusetts, looks rather bewildered at what he sees perched high upon his father's hand during the St. Patrick's Day Parade in New York. This year's parade, led by the Mayor of New York, has been described as the biggest ever, and the procession took over five hours to pass the reviewing stand.

OLD SOLDIERS NEVER DIE—GENERAL MacARTHUR RETURNS TO THE POLITICAL LIMELIGHT: With a beam on his face and looking like the prosperous businessman that he is, General Douglas MacArthur shakes hands with President Eisenhower during his recent visit to the White House. The other guests who look on happily are, from left, Senator Leverett Saltonstall, the Chairman of the Senate Armed Services Committee, Senator William Knowland, the Senate Majority Leader, General Matthew Ridgway, now Chief of Staff of the United States Army, and Representative Dewey Short, Chairman of the House Armed Services Committee. General MacArthur flew from New York to Washington specially to meet the President. They had luncheon together, and also conferred for some time. It was emphasised in official statements that this meeting was no more than a gathering of old friends, and in front of Press reporters jokes were bandied about on the sparseness of the President's hair. But in view of the other guests present at the meeting, who included most of the principal military leaders and advisers, it is assumed that hair restorers were not the only topic of conversation. It was admitted by General MacArthur that they did discuss national and international affairs, including the general military and strategic situation throughout the world. Asked if President Eisenhower and he had discussed Indo-China, General MacArthur admitted that the situation there had been reviewed. Since his dismissal by President Truman from the office of Commander-in-Chief Far East in 1951, General MacArthur has held an important administrative post with a large commercial organisation. He has played only an occasional part in national politics during the past two years. The last time the General visited the White House was a few months ago for a stag party. It was, however, denied that there was anything of far-reaching significance in the General's latest visit, and there was no suggestion that he would receive an appointment.

PART OF THE PARADE IN NEW YORK: Nurses from St. Vincent's Hospital marching down Fifth Avenue. The number of people lining the the route was the largest for some time.

THE WRECKAGE OF THE AUSTRALIAN AIRCRAFT THAT CRASHED INTO THE SEA OFF MACKAY, QUEENSLAND: The aircraft is seen here after the tide had ebbed, exposing the twisted and scattered wreckage. The captain and the first officer, the two occupants of the aircraft, which was delivering Sunday newspapers, were killed. The crash occurred soon after the plane had taken off from Mackay airfield, en route for Brisbane. On the day following the crash, the Queen arrived at Mackay during her tour.

*The Royal Tour of Queensland*

# THE QUEEN'S STAY IN AUSTRALIA'S THIRD CITY

*Cheers and Sunshine in Brisbane's Gay Welcome to the Royal Visitors*

**THE LORD MAYOR OF BRISBANE ESCORTS THE QUEEN TO THE ROYAL BALL AT THE CITY HALL IN THE CAPITAL OF QUEENSLAND : This engagement was one of the outstanding occasions in the ten-day tour of Queensland and took place towards the end of the second day of the stay in Brisbane.** *On left*—Watched by the State Premier, Mr. V. C. Gair, the Queen signs the Visitors' Book at Parliament House during the State reception. Earlier in the day the Queen and the Duke of Edinburgh had arrived by air from Melbourne, being welcomed on the tarmac by the Governor of Queensland, Sir John Lavarack. Thousands of people lined the Royal route to Government House, and as the procession moved along Kingsford Smith Drive, which follows the course of the Brisbane River, a fleet of decorated launches kept pace with the Queen's car. At the Exhibition grounds, where Her Majesty received a civic welcome by the Lord Mayor, Alderman F. Roberts, 50,000 people sang "Land of Hope and Glory."

**AT GOVERNMENT HOUSE AND ST. JOHN'S CATHEDRAL :** *Left*—The Queen casts a reflective glance at Septimus, the Shetland pony mascot of the 1st Battalion The Royal Australian Regiment, after inspecting the guard of honour outside the Governor's residence in Brisbane. *Right*—Watched by the Archbishop of Brisbane, the Most Rev. R. Halse, Her Majesty unveils a plaque commemorating her visit to the cathedral for a mid-week service. Although the Queen did not open the State Parliament, she presided at a meeting of the Executive Council and attended a parliamentary luncheon. Other Queensland centres visited by the Royal couple were Rockhampton; Townsville, where they embarked in a destroyer to take them out to the *Gothic* for their trip to Cairns; Mackay and Toowoomba, the garden city of the Darling Downs, one of the big agricultural districts. It was there that aborigines, many of whom had travelled thousands of miles, performed a "wallaby dance."

# Touring the Queensland Coast

*The Queen and the Duke of Edinburgh Travel 2,500 miles by Air, Land and Sea during their 10-days Stay in the State*

**A VISIT TO THE ROYAL AUSTRALIAN NAVY AT SEA:** The Queen, accompanied by the Commander of H.M.A.S. *Australia*, Captain A. W. R. McNicoll, about to take her place with the ship's company for a special photograph. The visit to the flagship of the Australian Fleet was made off Townsville, when the Queen and the Duke were travelling to Cairns. Also in company with the cruiser when this picture was taken was the Australian destroyer, *Anzac*, another escort ship, which carried the Queen and the Duke to the *Gothic* for the voyage along the Barrier Reef. At Seaforth the visitors used a glass-bottomed boat from which they were able to look down on the underwater garden of coral round the island.

*On left—*

**A HAPPY INTERLUDE AT CAIRNS:** The Queen and her husband have an amusing conversation with one of the people they met during their call at the most northerly point of the Royal tour in Australia. They were greeted by about 50,000 cheering people.

**A PICTURESQUE WELCOME AT CAIRNS: Her Majesty and the Mayor of Cairns seen passing a guard of honour formed by islanders from the Torres Straits.** From the coconut palms along the Cairns waterfront the Queen and the Duke drove through crowded streets shaded with mango and banyan and fragrant with frangipani. Later the fifty tall Torres Straits islanders, wearing grass skirts and headdresses of cassowary feathers, performed a dance commemorating a tribal battle of 100 years ago from which peace emerged in the Torres Straits. Also present at Cairns, in addition to the local population, were Papuans; miners from the gold and wolfram fields on the peninsula; farmers from the Atherton Tablelands; cattlemen from remote stations in the peninsula and the south-east corner of the Gulf of Carpentaria; cane cutters from Mossman; pearling crews from Thursday Island and crocodile hunters.

**THE CHILDREN'S GREETING FOR THE QUEEN AT CAIRNS AND MACKAY:** *Left*—The Royal arrival at Parramatta Park, where the children were all dressed in white, and *on right*, a group of "fairies," sweltering in the hot Mackay sun, during an open-air school concert, ascend the Royal dais to sit in the shade. They had just given their performance and were sitting in the sun listening to a final song by the choir when an official beckoned them to the Royal enclosure. It appears that the Duke had suggested that they seek shelter in an adjacent stand, but, owing to a misunderstanding, had been called to the Royal enclosure. During the tour of Queensland the Queen saw much of the havoc wrought by the recent floods and sent messages of sympathy to those who had suffered during the inundations.

# DOWN A PIT GO THE DOCKERS

*Invited by the Miners, Sir Bernard and Lady Docker Visit a Yorkshire Colliery*

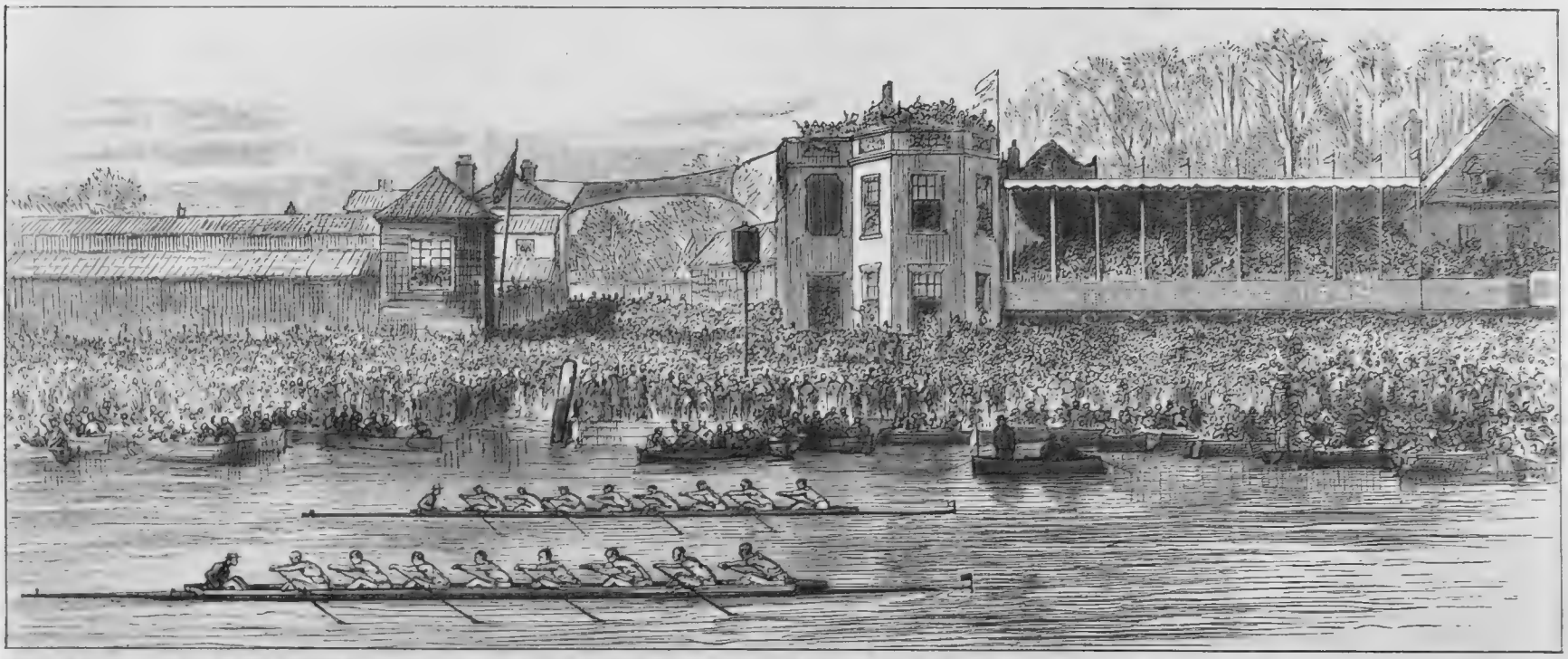
LADY DOCKER WITH HER GUIDE: Dressed up in blue overalls and miner's helmet, Lady Docker talks to miner Bob Slater just before she entered the cage.

THE DOCKERS GO DOWN A YORKSHIRE MINE: Seen leaving the pithead at Water Haigh Colliery at Rothwell, near Leeds, are (left to right): Sir Bernard Docker, pit worker Bob Slater, who showed them round the pit face; Lady Docker; and Mr. W. B. Williams, the mine manager. The Dockers visited the mine to fulfil a promise made last year when thirty-five miners from Water Haigh's outing club were shown round the B.S.A. works by the Dockers. After scrambling along the 4-ft.-high coal face, Lady Docker was well smudged with dust and grime. The couple made a great hit. Said a miner of Lady Docker: "She's a great kid."

STANDING BY FOR THE DESCENT: The signal bell clanged and Lady Docker and her party dropped 758 ft. in sixty seconds. This was half the usual speed at which the cage is dropped because the winder felt the ladies "might not like it too fast." It was still fast enough to make Lady Docker scream. The party spent ninety minutes below and walked a mile to the face.

LADY DOCKER WITH HER PRIZE: She crawled up to the coalface and hacked off a piece with a pick. She said afterwards that she was going to have it polished, mounted and inscribed, when it would then adorn her mantelpiece along with the Dresden china.

THE FAMOUS DAIMLER: Miners' families gaze at the Dockers' famous gold-plated Daimler, which they brought along for the occasion. *On left*—The party takes a snack afterwards in the pithead canteen. The Dockers have now invited a party of miners to cruise round the Isle of Wight with them in their yacht *Shemara* next month.



**THE ONLY DEAD-HEAT IN THE HISTORY OF THE BOAT RACE AS RECORDED IN "THE GRAPHIC" OF 1877:** The contemporary account says: "Victory was within the grasp—nay, seemed certain for the sons of the Isis; but thanks—or unthanks—to the fickle Goddess, about 200 yards beyond Wilcox's a mishap occurred to the oar of the Oxford bow, which made it impossible for him to do much more than keep time for the rest of the journey. The Cambridge crew when they appreciated this change in affairs felt fresh life and spirit; their stroke quickened up to an almost superhuman pace, and gradually Cambridge drew up—and at last by one supreme effort made a 'dead heat' of it 'on the post.'"

# THE HUNDREDTH BOAT RACE

## *Highlights of this Ever-popular Contest Between Oxford and Cambridge Since the First Race was Rowed at Henley in 1829*

By BRIAN VESEY-FITZGERALD

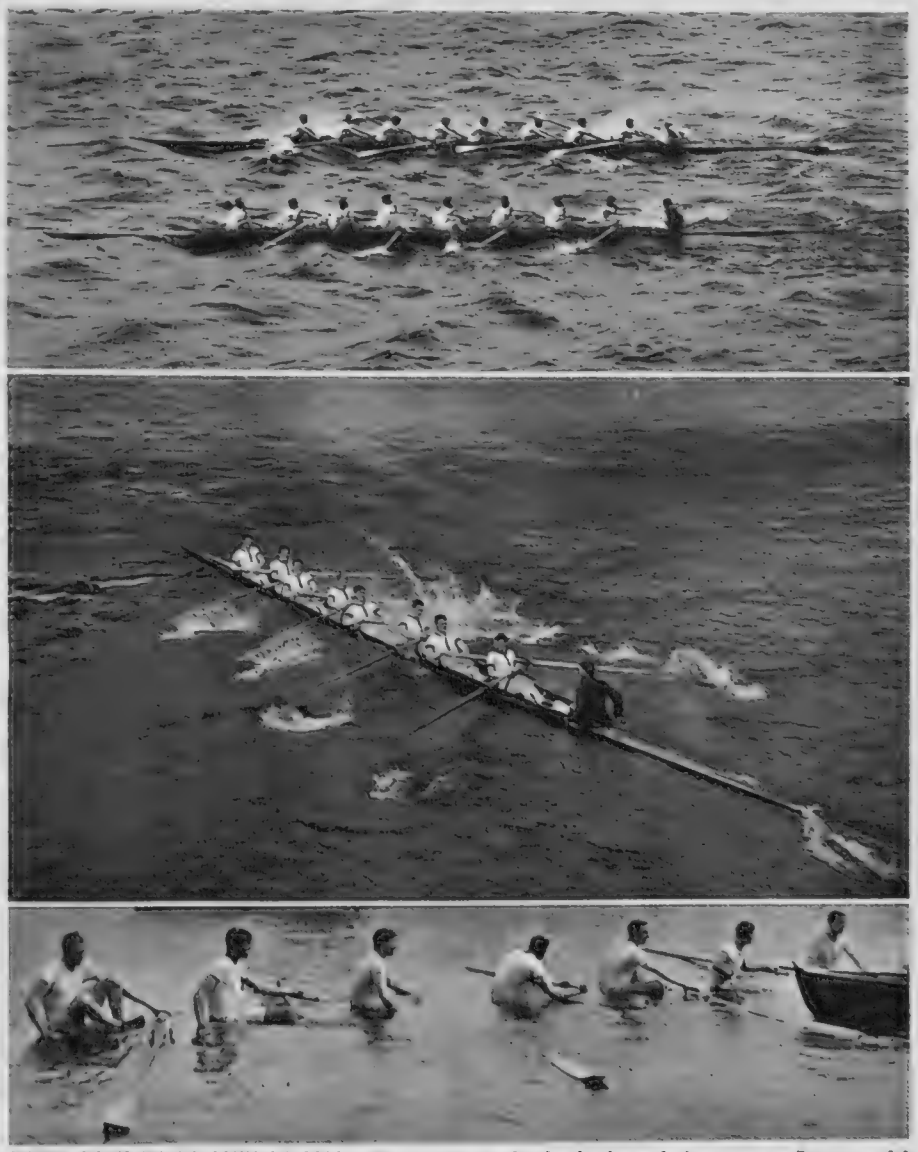
THE Boat Race, which is to be rowed next week, is the 100th in the official series between Oxford and Cambridge. It is not, of course, the centenary of the race, for the first Boat Race between the two universities was held on June 10, 1829, over a course of about 2¼ miles at Henley.

Rowing as a sport was then in its infancy. The first record of races at Oxford is for 1815. Serious racing did not start there until 1822, and there has been racing there continuously since 1824. (It is often said that there has been continuous racing at Oxford since 1822, but, in fact, there was no official racing in 1823 because of a quarrel between Christ Church and B.N.C., Christ Church objecting to the presence of professional watermen in the B.N.C. boat.) Racing started later at Cambridge. There was no eight-oared boat on the Cam until 1826, but then no time was lost and official races were started in the following year. The reason for this later start at Cambridge seems to have lain largely in the difference between the two rivers. R. D. Burnell, in his latest book (*The Oxford and Cambridge Boat Race*, 1829-1953, published by Oxford University Press), describes the Cam of the time as "little better than an open sewer," whereas the Thames at Oxford was almost certainly a much better river then than it is now.

But, though racing at Cambridge started later than at Oxford, the University Boat Club at Cambridge was founded before that at Oxford, and the challenge for the first Boat Race between the universities came from Cambridge. All the same, the idea seems certainly to have originated with an Oxford man, Charles Wordsworth. Charles Wordsworth was the son of Christopher Wordsworth, the Master of Trinity, Cambridge. He had been captain of the Harrow cricket eleven, and in 1825 he went up to Christ Church—and who would question the wisdom of a Master of Trinity in matters of education?—and in 1827 he originated the University Cricket Match. At Oxford he began rowing, to begin with as an evening recreation, but very soon seriously, and it was during a vacation at Cambridge that he suggested to Charles Merivale, another Old Harrovian, who was an ardent oarsman, that in view of the great success of the University Cricket Match, a Boat Race would be a good idea. And it was from this Oxford suggestion that the Cambridge challenge sprang. Wordsworth rowed four in the first Oxford boat and Merivale rowed four in the first Cambridge boat. Charles Wordsworth, after a brilliant scholastic career, became Bishop of St. Andrews, and Charles Merivale became Dean of Ely—actually, no fewer than four members of the Oxford crew and two of the Cambridge crew were destined to rise high in the service of the Church—and this connection between the Boat Race and the Church has continued ever since. There is, as a study of the Official Centenary History (*The University Boat Race: Official Centenary History*, 1829-1929, by G. C. Drinkwater and T. R. B. Sanders, published by Cassell and Co.) will show, an equally close, perhaps even closer connection with the Law, and the first of the long list of famous lawyers who have won Rowing Blues was Augustus Bayford, who rowed two in this first Cambridge boat. No other professions approach these two in popularity with men who have rowed in the Boat Race.

The first race started off with a foul. Nobody seems to be at all clear as to what actually happened, but both boats stopped and the race was restarted. From the restart Oxford soon drew away from their rivals and won easily. Cambridge challenged again in 1831, but the race had to be cancelled because there was a cholera epidemic raging at the time. The next challenge came in 1834, but this time the universities could not agree on a venue for the race; Oxford insisting on Henley again and Cambridge on a course above Putney.

In 1836, however, there was no difference of opinion and the race took place over a course from Westminster to Putney. It was in this race that Cambridge first had light blue for their colours. Oxford had worn dark blue for the race of 1829, but in that race Cambridge had worn white shirts with pink sashes. For the 1836 race the Cambridge crew turned up without any colours, and, on this being pointed out, a Cambridge undergraduate, who was standing by, ran to a near-by shop and bought a bit of Eton ribbon, which was affixed to the bow of the Cambridge boat. This race was won by Cambridge by almost a minute.



**WHEN BOTH BOATS SANK IN 1912: The boats at the beginning of the race at Putney with water breaking over the Cambridge boat; the Oxford crew nearing Hammersmith Bridge; and the Cambridge boat swamped.** Both boats sank, Cambridge at Harrod's Wharf and Oxford at Chiswick Eyot. The race was abandoned, and in the re-row Oxford won.

After this there was again an interval of three years. There was no proper organisation of rowing at Oxford, where the sport was not popular, and again there was disagreement about the venue for the race; Oxford wanting Henley and Cambridge London. The 1839 race, again over the Westminster to Putney course, was another very easy victory for Cambridge, but in 1840 Oxford did manage to lead for a good deal of the way and would probably have won had they been as well trained as their opponents. Oxford now had a University Boat Club (it was founded in 1839), and consequently there was a much better organisation, though the sport was still far from popular in the University. The 1841 race saw another very easy victory for Cambridge, which was all the more disappointing for Oxford since they had done very well the year before. In 1842, however, the last occasion on which the race was rowed from Westminster to Putney, Oxford won by three lengths. The victory was due to the presence

(*Continued on following page*)

EVEN IN WARTIME THE CONTEST CONTINUED: Cambridge are seen in the distance after passing the finishing post of the first wartime Boat Race in 1940, which was held at Henley. Oxford are seen five lengths behind. The Henley course was only 1½ miles compared with the 4¼ miles from Putney to Mortlake.

THE RECORD-BREAKING CAM BRIDGE CREW OF 1948: K. T Lindsay (cox); C. B. R. Barto (stroke); M. C. Lapage (7) E. A. P. Bircher (6); A. B. Harrison (5); G. C. Richard son, president (4); P. A. d Giles (3); D. J. C. Meyrick (2) and A. P. Mellows (bow). Thi crew defeated Oxford by fiv lengths in the record time 17 mins. 50 secs., despite th fact that Bircher caught a cra early after the start and th boat was stopped completel

*On left—*

THE OXFORD BOAT AWASH I 1951: The Oxford crew, near est the camera, are seen i difficulties shortly after th start of the race. The boa sank off Beverley Brook 2 minutes later. Though Cam bridge made some headwa in the bad conditions, th race was cancelled. In th re-row on Easter Monda Cambridge won by more tha twelve lengths.

# THE HUNDREDTH BOAT RACE

(*Continued from previous page*)

at Oxford of a president, F. N. Menzies, who was a really great oar and a man of outstanding character; who was able to override the innumerable petty jealousies then rife among the College Boat Clubs and to produce a crew that was also a team. The victory was also (and no less) due to the presence at Oxford of A. T. W. Shadwell, who had come from St. John's, Cambridge, to Balliol. Shadwell, a brother of the Cambridge bow and twice winner of the Colquhoun Sculls, gave to Oxford rowing what it had previously lacked altogether—style.

The race, which had now taken place for four years running, was coming to be regarded by both Universities as an annual event, but in 1843 there was again difficulty over date and venue, with the result that there was no race. But the Oxford crew of that year, stroked by Menzies, got into the final of the Grand at Henley and in the final met a very strong Cambridge crew, composed of present and past Blues. This race does not count, of course, in the record of the Boat Race. But it certainly deserves mention in any history of the Boat Race (and is, in fact, mentioned in all the histories) not only because it is unique in rowing history, but also because it had a most profound effect on Oxford rowing. As Menzies, the Oxford stroke, was stepping into the boat for the start of the final, he fainted. It was obvious that he would not be able to race, and no substitute was allowed under a rule passed the previous year. Oxford rowed seven men and won by nearly two lengths. This quite astonishing victory against tremendous odds seized the imagination and did more than anything else to make rowing at Oxford popular.

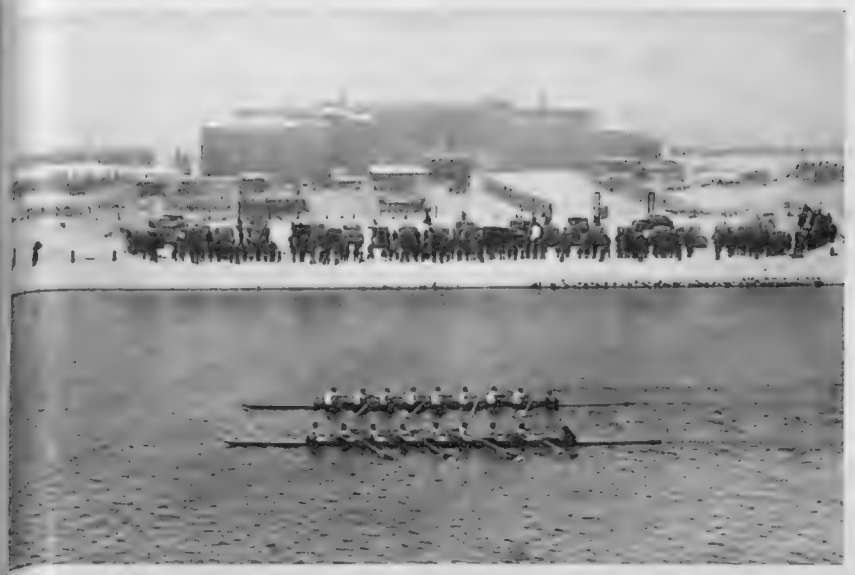
But the race was not yet on a firm footing. There was no race in 1844, because of difficulty over dates. In 1845 the race was first rowed from Putney to Mortlake—actually from Putney Bridge to Mortlake Church—in order to avoid traffic at and near Westminster, and in the following year it was rowed over the same course but in the opposite direction. This, by the way, was the first race in out-riggers. There were no races in 1847 and 1848, but in 1849 there were two races: one in March, won by Cambridge, and the second in December, won by Oxford. When one remembers all the trouble there had been over dates and other matters in previous years, it is really rather astonishing to find two races in one year, and all the more surprising to find, when there was evidently no difficulty in fixing things up in 1849, no races in 1850 and 1851. Oxford won easily in 1852 and even more easily in 1854. There were no races in 1853 and 1855. But from 1856 until the present day there has not been, except for the years of the two world wars, a break in continuity. Since 1856 the race did, in fact, become an annual event.

Of the twelve races that had been held since 1829, Cambridge had won seven and Oxford five. In the next forty-three years Oxford won twenty-seven times to Cambridge's fifteen, and there was the dead-heat of 1877. These were the years of what Mr. Burnell calls "Oxford supremacy." For the next sixteen years, up to the outbreak of World War I, matters were even enough: Oxford won seven times and Cambridge nine times. But, if the results were pretty evenly divided, Cambridge had broken the Oxford supremacy. And when the war came there had been thirty-nine wins for Oxford and thirty-one for Cambridge, with one dead-heat, which over so long a period was as even as one could want.

Between the two wars the story is one of Cambridge supremacy. Oxford won in 1923, but they were not to do so again until 1937 and 1938. Not all these Cambridge victories were gained easily (but it has to be said that most of them were), and there were one or two occasions when Oxford should have won but did not. The fact to the casual onlooker, seemed to be that the spirit had gone out of Oxford rowing. Be that as it may, the fact is that, when the Second World War intervened Cambridge had won forty-eight times to Oxford's forty-two. A deficit of eight had been turned into a balance of six. More significant than that was the fact that there had been thirteen Cambridge victories in a row.

Oxford won the first race after the end of the second war, and did so in a convincing manner. Then came five Cambridge victories (one of them by a very small margin; most of them easily gained), and then an Oxford win by the smallest possible margin after a most magnificent race, and last year another easy Cambridge win. That is to say, six Cambridge wins since the war to two by Oxford. It would appear that Cambridge supremacy is still in being.

Despite this marked Cambridge superiority in the last thirty years, interest in the Boat Race is as keen as ever it was. One of the reasons for this is, I think, that an easy win does not always mean an easy race. The expert, of course, looks at the Boat Race with different eyes from those of the casual spectator, the vast majority of whom have never rowed even so much as a boat on the Serpentine. Mr. Burnell points out that there are really two alternative finishing posts in the Boat Race, neither of them the official winning-post, and these are Hammersmith Bridge and Barnes Bridge. What this means is that the crews must race first for Hammersmith Bridge and then for Barnes Bridge—the bends in the river make this essential—and the race may be won at Hammersmith Bridge (in which case the losing boat may well be tailed off at the winning-post) or the struggle may continue to Barnes Bridge, in which case the race may still be won easily enough, so far as distance in lengths is concerned, but will have been hardly won. In exceptional years, of course, such as the year of the dead-heat, 1901, 1923, 1949 and 1952 (and in the last two years the boats were level for the whole of the



CLOSEST FINISH OF THE CENTURY : The two crews almost level as they pass the Brewery at Mortlake in the 1952 Boat Race. Stroked by C. G. Y. Davidge, Oxford were inches ahead at the finish of what was the most exciting race since 1877.

THE CANVAS FINISH IN A BLIZZARD : The finish of the 1952 race as the Oxford crew were less than a canvas ahead of Cambridge. The race was further remarkable for the fact that it was rowed in a severe snow blizzard on very rough water.

*On left—*

THE OXFORD CREW FOR THE 100TH BOAT RACE : The crew, which includes no fewer than four Australians, is seen in practice at Wallingford. From left are W. R. Marsh (St. Edward's and University), cox ; J. J. H. Harrison (Shrewsbury and Trinity), stroke ; E. O. G. Pain (Sydney University and Lincoln) ; J. McLeod (Sydney University and New College) ; H. M. C. Quick (Shrewsbury and Merton) ; R. D. T. Raikes (Radley and Merton) ; J. A. Gobbo (Melbourne University and Magdalen) ; E. V. Vine (Geelong G.S. and B.N.C.) ; and R. A. Wheadon (Cranleigh and Balliol), bow. Quick and Marsh are old Blues.

*On right—*

THE CAMBRIDGE BOAT THIS YEAR : The crew training on the Ouse at Ely in preparation for the race. On average they are each nearly half-a-stone heavier than Oxford. From left are J. A. N. Wallis (Bryanston and L.M.B.C.), bow ; J. C. G. Stancliffe (Harrow and Pembroke) ; D. K. Hill (Shrewsbury and Jesus) ; K. A. Masser (Shrewsbury and Trinity Hall) ; M. G. Baynes (Bryanston and Trinity Hall) ; C. M. Davies (Bryanston and Clare) ; J. N. Bruce (St. Paul's and Clare) ; M. J. Marshall (Eton and Jesus), stroke ; and J. W. Tanburn (Charterhouse and Jesus), cox. Wallis is the only old Blue.

course ; now one leading by a few feet, now the other), the struggle may continue right to the winning-post. In the vast majority of years, however, the loser is beaten well down the course, but that does not mean that there has not been a magnificent race until one or other of the bends in the river helped to put the issue beyond all doubt. I have no doubt in my own mind that it is the chance of the bends, the fact that a bend may enable the crew behind at that point to make up a lot or all of the lost water, that has kept interest alive during these periods of marked supremacy on the part of the University.

But is it not astonishing that the Boat Race does arouse such wide general interest ? I do not, I must admit, believe that the crowds are ever as big as the rowing men, the Press and the B.B.C. like to make out. I think that there has always been gross exaggeration in this matter of crowds. The first Boat Race at Henley in 1829 is said to have been watched by a crowd of 20,000. Well, well. There were then no cars, no buses and no railways to bring this vast concourse to a little-known spot in the heart of the country. And the population was very much smaller then. And to-day, when the race takes place at all sorts of odd hours, according to the state of the tide, huge crowds are said to line the banks, to cram the bridges, to crane from the windows. Where do they come from and what happens to work ? I sometimes wonder what these " enormous crowds " would look like if they were passed through the turnstiles into Wembley Stadium.

But why does the Boat Race arouse public interest at all ? All the really popular sports arouse interest either because they are betting sports, or appeal to local patriotism, and all of them rely a great deal on personalities. People who never watch Rugger know about Wakefield or Voyce or Stoop or Kyle. Soccer owes much to James and Bastin and Morton and their like : cricket much to Grace and Woolley and Hobbs and Bradman : racing much to Richards and Donoghue. There is little betting on the Boat Race, and there is, from the crowd point of view, no appeal to local patriotism. And there are no personalities. Rowing men, of course, can reel off the names of great oarsmen ; but the average non-rowing man could not tell you the stroke of the last winning boat. Rowing, eight-oar rowing, is the one, the only, truly team sport relying not a bit on individual prowess. An eight, to all intents and purposes, is anonymous.

Yet the Boat Race, with everything against it, is a tremendously popular sporting event. Why the nation, as a whole, should be so interested in the activities of sixteen brawny young men (and two small ones with big voices) of what used to be known as the " privileged classes " is a phenomenon that nobody has ever been able to explain. Interest has been widened recently by radio commentaries and some excellent television broadcasts, but it has always been present amongst Londoners. I should like to think that this is due to an actual and deep interest in rowing and style, and all the things that appeal to rowing men. I suspect that the Boat Race is, in fact, regarded, as is the Lord Mayor's Show, as a free spectacle, with the added delight that one can wear a favour as one does for a cup-tie.

And now we are at the hundredth Boat Race. A milestone in the history of the race, and a point at which one not only looks back over past history, but, of necessity, to the future. Writing in 1928, the editor of the *Official Centenary History* (His Honour Judge Charles Gurdon, a Cambridge Blue 1876–79) thought that the Boat Race would be much the same in a hundred years' time. Mr. R. D. Burnell, though he is concerned at the possibility that conditions are now so weighted in favour of Cambridge that their supremacy may never be broken, does not consider the future of the race at all. From this it may fairly be deduced that he is of the same opinion as Judge Gurdon.

But the simple and inescapable fact is that conditions are now very different from those of 1929, and there is some justification for wondering about the future of the race. Costs have risen sharply. I have heard it said that it now costs in the region of £2,000 to row the Boat Race—or about £100 a minute. I do not know how accurate that figure is, but I do not suppose that it is so very far out. The Boat Race makes no money. All sorts of people now contribute towards the cost, but the fact remains that the Boat Race (unlike the University Rugger Match, which makes a very nice profit annually, and so helps materially towards the costs of those University sports that are less fortunate) does not pay, never will pay, and must depend on contributions.

It would seem to the layman that there are some obvious ways in which money could be saved. But it would be a very brave man who, himself not a Rowing Blue, dared to suggest them. Yet, it is surely obvious that, in an era of rising costs and shrinking incomes, it is, to say the least, rash to continue to depend on contributions, any of which might stop at any time, without attempting something to reduce costs.

I have heard it seriously suggested that this 100th Boat Race may be the last to be held over the Putney to Mortlake course, because of the expense. I think that the 101st race will be held over the same course. And I hope that many more will be, because I am one of those non-rowing men who take a deep, personal and passionate interest in the Boat Race, and because I have a firm belief in the value of tradition. The Boat Race has become more, much more, than a simple inter-university contest. Alone of the inter-university contests it has grown into a national institution.

# A FOREIGN NEWS SURVEY

*A PICTORIAL ACCOUNT OF RECENT EVENTS ON FOUR CONTINENTS*

**THE CANADIAN PRIME MINISTER WITH THE EMPEROR IN JAPAN:** Mr. St. Laurent at the Imperial Palace in Tokyo with the Emperor and Empress of Japan. On the left is Mrs. Madeleine O'Donnell, Mr. St. Laurent's daughter, and Crown Prince Akihito. The Canadian Prime Minister was visiting Japan during his world tour. He had arrived there from Korea, where Mr. St. Laurent conferred with President Rhee and visited the Canadian Infantry Brigade.

**DR. ADENAUER RELAXES DURING HIS VISIT TO GREECE:** The Federal German Chancellor on a mule in the island of Santorina, where, owing to the volcanic and rocky state of the terrain, mules provide the best form of transport. Dr. Adenauer was visiting Greece on an official nine-day visit as the guest of the Government and was warmly welcomed. This is the first time since the war that the head of the German Government has visited Greece. Three days of his visit were devoted by Dr. Adenauer to talks with Greek leaders on the economic agreement between Greece and Western Germany which was signed recently in Bonn.

**DAUGHTERS OF THE NILE FAST FOR VOTES:** *On left*—Dr. Doria Shafik, leader of the Egyptian Feminist Movement, who went on a "fast to the last breath" in Cairo to secure political rights for women. *On right*—Some of the members of Bent el Nil—Daughters of the Nile—movement who fasted with their leader for a few days. Shortly after General Neguib had announced that elections would once again be held in Egypt, Dr. Shafik, who is thirty-five and the mother of two children, announced that she would fast to her last breath or until Egyptian women attained constitutional rights unconditionally. She and four supporters then settled themselves comfortably to begin their ordeal, but after six days they were taken to hospital, although they vowed to continue their fast even there. At first General Neguib sent lawyers to plead with Dr. Shafik and pacify her. Later, however, the President ridiculed the hunger strikers, alleging that they were only showing off.

**THE HOUSING PROBLEM IN HONG KONG:** A Chinese family's shelter which passes for their home while Hong Kong's housing shortage remains so acute. The thousands of refugees who pour into the colony each week from Communist China make their existence precarious while they await resettlement by the Government.

**READY TO MOVE AT A MOMENT'S NOTICE:** Refugees under a temporary shelter, with their possessions hung up on the wall above, all ready for a sudden move. The resettlement problem in Hong Kong has been aggravated by the disastrous fires in Kowloon and elsewhere, which have left still more people without a home.

**REOPENING OF THE POISON TRIAL OF A FRENCH WIDOW : Marie Besnard in the court at Bordeaux with her two lawyers, M. Gautrat and M. Hayot.** Madame Besnard is accused of the murder by arsenic poisoning of her second husband, her two parents, her father-in-law, a cousin and a neighbour. In 1949 the widow, who is now fifty-seven, was arrested and charged with the murder of twelve people at Loudun, Vienne. The bodies of a dozen relatives and friends of Madame Besnard, from whose deaths she had benefited, were exhumed, and in eleven of them a consultant diagnosed arsenic. When, however, Madame Besnard was put on trial at Poitiers in 1952 the medical evidence revealed, on cross-examination, such discrepancies that the trial was stopped and a further analysis ordered. This analysis has now been completed, and as a result Madame Besnard is accused of only six murders.

**THE "DREAM HOME" OF THE POOR IMMIGRANT WHO STRUCK IT RICH : This edifice on top of a hill near Caracas, Venezuela, has been built at a cost of nearly £100,000 for Mr. Monreglio Oreste. The house has thirteen rooms, several open-air sun porches and rooms framed entirely with glass. Mr. Oreste came to Venezuela six years ago and founded a small catering business. From catering he turned to groceries, and soon he had established a large chain of stores. In his hour of success Mr. Oreste persuaded a Caracas architect to build him the mansion of his dreams.**

**WITHIN THE BELEAGUERED FORTRESS OF DIEN BIEN PHU : A mortar in action during the fighting for the important stronghold in Northern Laos. After heavy shelling, Viet-Minh forces made an attack in strength against French Union forces in the heavily fortified town. The defenders were handicapped because their airfield had been put out of action by shelling, but supplies were dropped by air. In addition, a parachute battalion was dropped to reinforce the defenders, despite very bad weather conditions. Great importance was attached in Paris to holding Dien Bien Phu, and the Council of Ministers sent a message expressing confidence, admiration and gratitude to the defenders and General Navarre, the Commander-in-Chief in Indo-China.**

**IN THE MEMORY OF TWO GERMAN SCIENTISTS HONOURED : A group at the ceremony in Frankfurt which celebrated the 100th anniversary of the births of Paul Ehrlich and Emil von Behring. From left are Dr. H. Heidelberger, of New York ; Dr. H. Schmidt, of Marburg ; Dr. Walcher, of Marburg University, and Sir Macfarlane Burnet, of Australia. Dr. Schmidt and Sir Macfarlane Burnet received von Behring awards at Marburg. Dr. Ernst Chain, of Rome, a former Nobel Prize winner, received the Ehrlich Prize for chemo-therapy and the Ehrlich Gold Medal for serum research.** Behring, who was once an Army surgeon, discovered the anti-toxins of diphtheria and tetanus. He received the Nobel Prize for Medicine in 1901. Ehrlich shared the Nobel Prize for physiology and medicine in 1908. He was a founder of serum therapy and also did work on diphtheria antitoxin.

**GONDOLAS FOR SALE—EXPORT ONLY : Loaded on a Venetian barge, two gondolas take a farewell trip along the Grand Canal. They are the first gondolas ever to be exported, their destination being Chicago, Illinois. An American tourist wishing to add a Venetian touch to his home-town conceived the original idea of purchasing the gondolas and bringing them across the Atlantic.**

# THE SCANDAL OF ROME

*Prominent Men are Named, and the Italian Cabinet is in Danger as Accusations of Drug Traffic and Corruption are Made in a Sensational Trial*

**THE TRIAL THAT ATTRACTS THE CROWDS: The citizens of Rome crowding round one of the cars leaving the Palace of Justice after a session of the trial being held there. An Italian journalist, Silvano Muto, is accused of publishing false and alarming news. He had alleged that police covered up a young girl's death which involved highly-placed persons.**

**THE CHIEF WITNESS WHO HAD AN AVERSION TO PHOTOGRAPHERS: Anna Maria Moneta Caglio trying to struggle away from a Rome photographer after she had given evidence at the Rome trial. The daughter of a prominent lawyer in Milan, Miss Caglio is the chief witness for the defence of Muto. She has accused prominent citizens of participating in drug-taking orgies.**

Nearly a year ago the body of attractive, twenty-one-year-old Wilma Montesi was washed up on the beach at Ostia, the fashionable resort near Rome. She was wearing no skirt and other items of dress were missing. There was, however, no one to quarrel with the official police verdict of death by accidental drowning. It was assumed that the girl was swept away when bathing her foot, which was infected with eczema.

Seven months later, in November, a sensational new picture magazine, *Attualita*, came out with the story that Wilma Montesi was not drowned, but had died of an overdose of drugs during an orgy on one of Rome's most exclusive shooting estates. Furthermore, it was alleged that the police had deliberately hushed up the matter. The magazine's editor, young Silvano Muto, was arraigned in court on a charge of spreading false and alarming news. In his defence Muto gave alleged facts and names. These names included high lay officials in the Vatican, the son of the Italian Foreign Minister, men renowned in business and social circles, and the wealthy, self-styled Marchese Ugo Montagna di San Bartolomeo.

Muto's principal witnesses were the daughter of a well-known Milanese lawyer and a former artist's model. The latter disappeared shortly after giving evidence, declaring that her life had been threatened. The former is Anna Maria Moneta Caglio, once the Marchese's mistress. She corroborated Muto's story, and alleged that after Wilma Montesi's death she accompanied Montagna and Piero Piccione to the Rome Chief of Police, Dr. Pavone, who, it is alleged, "promised to fix it." He has already resigned from his office. Signor Piccione, the Foreign Minister, is reported to have offered to resign in order to come to the defence of his son. Signor Scelba, the Prime Minister, is known to have been on friendly terms with Montagna. The Montesi case has therefore not merely aroused morbid interest in high-class vice, but has caused much uneasiness to Italy's already precariously-placed Cabinet.

**AWAITING THE LATEST NEWS: The trial has involved such notabilities as the former Chief of the Rome Police, who resigned; Signor Piccione, the Foreign Minister, whose son was mentioned in the evidence; and even the Prime Minister, Signor Scelba, who was Minister of the Interior at the material time.**

**THE CAUSE OF THE TROUBLE: Wilma Montesi, the twenty-one-year-old girl whose half-clothed body was washed up on the beach last year, and whom the police presumed to have died from drowning.**

**A KEY FIGURE IN THE CASE: The self-styled Marchese Ugo Montagna di San Bartolomeo, described in a police report as a drug dealer and procurer of women for socially distinguished clients.**

**THE POLICE CHIEF WHO RESIGNED: Dr. Pavone, the Commander of the Rome police, who resigned in order to facilitate investigations.**

**THE ACCUSED EDITOR: Silvano Muto published last November in his small magazine the allegations that Wilma Montesi died as a result of a drug orgy, and named prominent men as accessories.**

CARMELITE NUNS BUILD THEIR OWN CHAPEL : Some of the eighteen nuns who have recently moved from Berkhamsted to Presteigne, in Radnorshire, are seen at work on the buildings that have to be erected in their new home. Because the move from Berkhamsted cost so much money, the nuns have had to carry out the building programme themselves, and all their knowledge comes from a 6s. bricklaying textbook which two of the nuns studied closely before they began.

# NUNS BUILD A CONVENT

*Nuns in Radnorshire who, Because of Lack of Funds, are Building Additions to their New Convent*

When the eighteen Carmelite nuns moved from their convent at Berkhamsted to their new home at Presteigne, on the border of Hereford and Radnorshire, they found that their convent was not going to be large enough to accommodate them all. It was originally planned to employ contractors to enlarge the main building and erect others, but it was found that the move had cost so much money that they could not afford the luxury of a professional builder. And so, quite unperturbed, the nuns spent 6s. of their meagre capital on a bricklaying textbook and most of the remainder on building implements such as wheelbarrows, shovels, pickaxes, hammers and chisels. Two of the nuns made a close study of the textbook, and these then became known as the Sister Forewoman and the Sister Clerk-of-Works, the whole operation being under their charge. The nuns then started the work themselves.

Needless to say, many outside volunteers have helped the nuns in some of the more specialised tasks. A London architectural student, who happened to be staying with friends at Presteigne when the idea of building the convent became known, drew up plans and gave them to the Mother Superior as a gift. A local plumber gave the nuns invaluable help with the intricacies of the plumbing system, and a builder taught them some of the tricks of brick-laying that were not in the book.

The building programme includes a chapel, cloisters and cells. At the moment the chapel sacristy is near completion and much headway has been made on the other buildings.

SOME OF THE ARDUOUS TASKS CARRIED OUT BY THE NUNS : *On the left*, the Sister Forewoman has some help in wheeling the barrowload of bricks, and, *on the right*, the Sister Clerk-of-works wields a pickaxe with almost professional precision. The Forewoman and the Clerk-of-works are the two nuns who studied the textbook on bricklaying, and are in charge of operations.

PUTTING THE FINISHING TOUCHES TO THE SACRISTY ROOF : As yet, the sacristy is the only building near completion. It is expected that two years will have elapsed before all the work is completed.

UNLOADING BRICKS : At normal times only a few nuns work on the building site, but when a load of bricks arrive, others are called out to help with the unloading. The nuns' only regret about the building work is that they have not been able to afford a cement mixer.

AT WORK ON THE SACRISTY : Rickety builders' ladders hold no fears for the nuns of Presteigne. At first their hands became blistered through the heavy work, but now they have become hardened.

**HELICOPTERS OF NO. 845 SQUADRON FLYING OVER SHIPPING IN THE SOLENT ON THE FIRST DAY OF THEIR OPERATIONAL SERVICE WITH THE ROYAL NAVY : The squadron, the Navy's first anti-submarine Helicopter Squadron, referred to by the First Lord of the Admiralty in the debate on the Navy Estimates, is based at Gosport, Hampshire, where, in the picture *inset on right*, helicopters are seen coming into land.** Later, probably at the end of this month, the squadron will prepare to move overseas to the Royal Naval Air Station, Halfar, Malta, for service in the Mediterranean area. The squadron is equipped with American-built Sikorsky helicopters (S. 55's), provided under Military Aid, similar to those now in service with the Royal Navy in Malaya, and known in the Service as Whirlwinds. They are powered by Wright Cyclone engines, and as anti-submarine aircraft are fitted with a "dipping asdic"—an asdic set which can be lowered into the water to detect the presence of submarines. Eventually it is intended to replace the S.55 helicopter by the twin-engined helicopter known as the Bristol 173. When the squadron is completely organised its commanding officer will be Lieut.-Commander Harry Phillips, R.N.

# HUNTING THE SUBMARINE

*The Royal Navy's First Anti-Submarine Helicopter Squadron goes into Service, Later Transferring to the Mediterranean*

# STRAIGHT UP

*TWO NEW UNITED STATES AIRCRAFT WHICH ARE DESIGNED TO TAKE OFF FROM SHIPS OR LAND, VERTICALLY*

**ONE OF THE TWO VERTICAL TAKE-OFF AIRCRAFT NOW BEING DEVELOPED IN THE UNITED STATES : This aircraft is the Convair XFY-1 and is seen in position ready for a take-off, which will be made with the aid of rocket boosters. Once sufficient height has been gained, the aircraft will be tilted and will then fly as a normal aeroplane. The Convair XFY-1 is fitted with delta wings.**

The two aircraft seen on this page have been designed by the Lockheed and Convair Aircraft Companies for the United States Navy, and it is claimed that they combine the useful characteristics of helicopters with the speed of normal aeroplanes. Designers have long sought after aircraft of this type, and previous attempts have involved aeroplanes fitted with rotor blades and propellers, but it was found that in level flight the blades, which would then be auto-rotating, created so much air resistance that high speeds were unobtainable, and that although this design might be suitable for transport or passenger-carrying aircraft, the comparatively low speed would not be sufficient for fighter or naval strike planes.

The idea of an aeroplane that would take off vertically and then tilt into level flight is not new, but this method was found to be fraught with so many difficulties that no research programme made much headway, or so it was thought until these pictures were released from the United States.

The Convair XFY-1 and the Lockheed XFV-1 are designed so as to be able to take off from the deck of a battleship or merchantman in a vertical direction. As the two contra-rotating propellers fitted to the aircraft will not have sufficient lift, the take-off will be assisted by booster rockets. Once sufficient height has been gained, the aircraft will be tilted to a horizontal position and flown as a normal aeroplane. When the time comes to land, the pilot will put the nose of the aircraft up until it once again assumes a vertical position, and then, using the propellers as helicopter rotor blades, the aircraft will be slowly lowered on to its landing platform. Although the propellers do not supply sufficient power for take-off, they will be powerful enough to lower the plane slowly, or even to allow it to hover. At the time of writing, neither aircraft had made a take-off or landing in the vertical position.

The potentialities of such aeroplanes are impressive: not only could they be used to take off from ships, but they would not need conventional airfields when operating from land bases, and in civil aviation they could be used for inter-city communications.

In Britain, much thought has been given to this type of aircraft. During the seventh Louis Bleriot lecture at Paris, earlier this month, Mr. Raoul Hafner, the chief helicopter designer of the Bristol Aeroplane Company, outlined a scheme whereby such aircraft, fitted with twin engines, could be used as air coaches, linking one city centre with another.

**THE LOCKHEED XFV-1 AIRCRAFT RESTING ON ITS FOUR FINS PRIOR TO TAKE-OFF : This aircraft operates in the same way as the XFY-1. When landing, the aeroplanes will again be tilted into a vertical position and will descend, using the propellers in the same way as helicopter rotors. They may also be able to hover.**

**THE LOCKHEED V.T.O. AIRCRAFT, SHOWING THE MOBILE GANTRY BY WHICH THE PILOT ENTERS : The gantry can also be used to tilt the aircraft into a horizontal position on the ground for servicing and repairs. Both the Lockheed and the Convair V.T.O. aircraft belong to the United States Navy.**

THE WEST FRONT OF HENLEY CHURCH: The church tower, a Thames landmark which is used as a guide by coxes in the Henley Royal Regatta, is now in a dangerous condition.

HENLEY CHURCH AND TOWER FROM THE SOUTH: The tower, which is built of intermingled flint and sto has been attributed to Cardinal Wolsey, but was more probably built by John Longland, who w Bishop of Lincoln from 1521 to 1547. Parts of the church itself date from the thirteenth centu

A TURRET AT THE TOP OF THE TOWER: The architect in charge has reported that the stone tops of the turrets are badly decayed and that every stone of the battlements needs replacing.

# HENLEY APPEALS FOR A FAMOUS LANDMARK

*The Tower of the Parish Church, Long Used as a Guide-mark in the Royal Regatta, is in a Dangerous Condition*

An appeal has been launched to save the tower of Henley Parish Church—a famous Thames-side landmark which has been used as such by coxes in the Royal Regatta for over 100 years. An architect's report says that the stone of the turrets and battlements is badly decayed. In the main body of the tower, which is built of a stone and flint mixture, some of the flints are loose and most of the stonework is in a lamentable condition; in one case decay had caused the face of the stone to recede 4 ins. In all, the tower is in a dangerous condition.

It is estimated that at least £10,000 will be required to restore it, and the appeal for the money is backed by the Bishop of Oxford, the Lord Lieutenant of Oxfordshire, and a group of leading Henley citizens. Local contributions are expected to supply half the total, but because the tower has more than local associations—especially for rowing men all over the world—the appeal has been widened.

The tower was probably built by John Longland, Bishop of Lincoln from 1521 to 1547, who was a native of Henley and a considerable benefactor to church and town; some attribute it to Cardinal Wolsey. Parts of the church itself are older than the tower and date from the thirteenth centu

But, as to the town itself, it is the regatta which has giv to the church tower a peculiar importance. For the start Temple Island, coxes line up their boats by the tower their bows and a wooded hill bordering the Hambleden val on their stern. And when Henley's eighteenth-centu prosperity declined—it had been a glass-manufacturing cen and was famous besides for its malt and as a corn and w market—the regatta did much to put the town's econo on a healthier basis.

HENLEY HIGH STREET FROM THE CHURCH TOWER: The "island" building at the end of it is the Town Hall. Though not mentioned in the Domesday Book, Henley is an ancient town. It was a manor of the crown, granted in 1337 to John de Molyns, whose family held it for 250 years. It is said that members sat for Henley in the Parliaments of Edward I and Edward III. The town was granted its charter by Queen Elizabeth I in 1570.

UP-RIVER FROM HENLEY CHURCH: In the right foregroun to restore the church is backed by the Bishop of Ox of the Royal Regatta, and other Henley notables. Abou by local residents. They have already raised consi

EW OF HENLEY BRIDGE FROM THE CHURCH TOWER : The bridge, built in 1786 to replace one of great age, is one of the finest on the Thames, being adorned with beautiful sculptured heads of the Thames and Isis. On the left of the picture can be seen part of the premises of the Leander Rowing Club (the white flagstaff marks its boundary), the premier rowing club of the country and holders of the Grand Challenge Cup ; its membership is restricted almost entirely to old Oxford and Cambridge Blues.

seen the rear of Henley Rectory. The appeal Lord Lieutenant of Oxfordshire, the chairman half the amount—is expected to be contributed ms for the repair of the roof and interior.

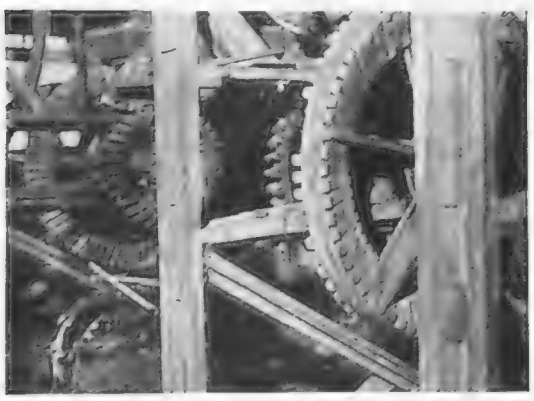
THE UPPER THAMES'S MOST FAMOUS STRETCH OF WATER : Seen from the church tower, but bereft of its gay regatta-day trimmings, is the stretch from Temple Island, in the far distance, over which the regatta has been rowed since 1839. It was also the course for the first Oxford and Cambridge Boat Race, which was rowed there ten years earlier. On the right are the fields which house the stewards' enclosure and also the funfair—a regatta-day feature.

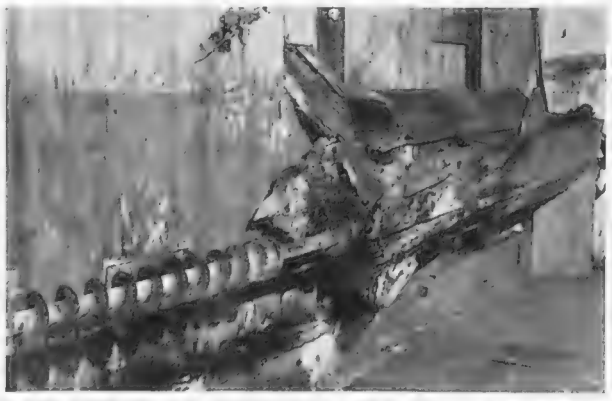
A VIEW ACROSS THE MILL POND OF THE HYBRID MILL AT WEST ASHLING, SUSSEX, THE MAIN STRUCTURE OF WHICH MAY BE PRESERVED BY THE WEST SUSSEX COUNTY COUNCIL: **The mill, said to be unique in England, was damaged during the war and has since fallen into a state of disrepair.** By an ingenious system of gearing the stones the mill could be revolved by three kinds of power—wind, water or steam. It was originally a paper mill driven by water power, but an imposing contrivance for catching the wind was fitted over the roof about 100 years ago for use when water was not supplying sufficient power. This contrivance (seen also inset *on right*) consists of four great square beams of timber holding up the old-fashioned windmill, the sail axle of which is set to drive a centre shaft passing straight down through the roof. Cemented into four massive brick piers set within the building, the supporting beams still stand firm, despite the crumbling condition of the roof and the upper floors of the mill.

*Contemplating the Preservation of*

# ENGLAND'S UNIQUE MILL

*West Sussex County Council's Plan for the Hybrid Mill at West Ashling, near Chichester*



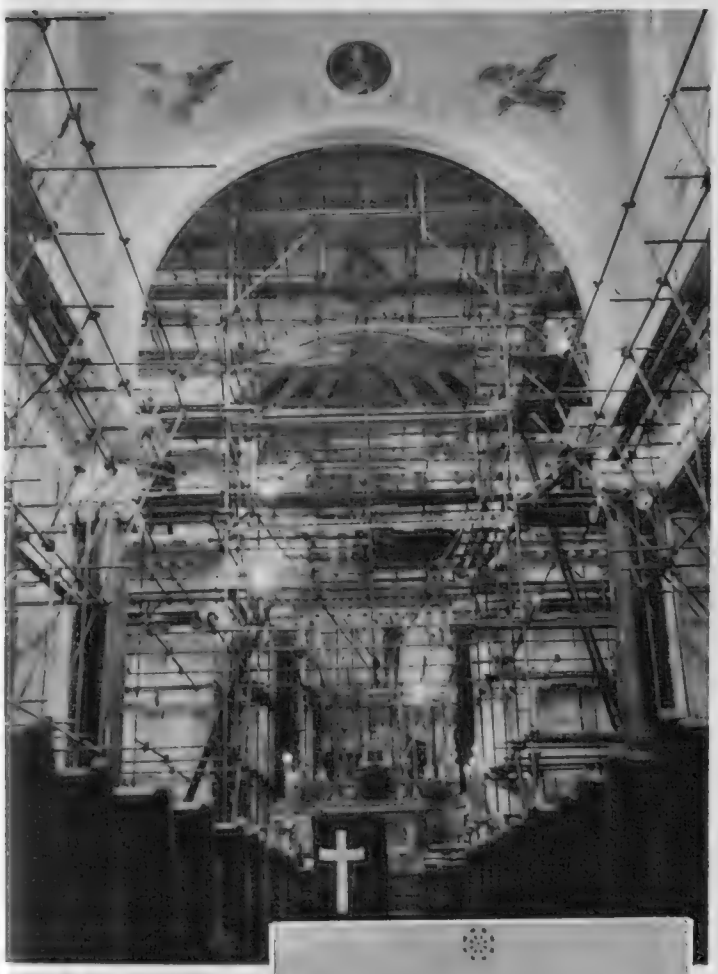


THREE VIEWS OF THE INTERIOR OF THE OLD MILL, SHOWING SOME OF THE APPLIANCES, AND EMPHASISING THE DILAPIDATED CONDITION OF THE FABRIC: *Left*—A glimpse of part of the windmill's gears; and, *centre*, the dilapidated condition of the worm drive which was used for drawing grain to the grindstones. The wooden casing which enclosed the worm drive has almost rotted away. The picture *on the right* shows the state of deterioration of the roof close to the centre shaft.

# RESTORING and REBUILDING

*A Kentish Village; Churches in Hampshire and London; and a New Home for Blind Babies*

**OLD HOUSES REPAIRED IN A NATIONAL TRUST VILLAGE IN KENT:** The village of Chiddingstone, which consists mainly of a row of small, sixteenth- and seventeenth-century houses and the Castle Inn, seen on the extreme right. *On right*—Restoration work in progress on the tiled roofs of the post office and village store in Chiddingstone. Most of the houses are of timber, with plaster or brick fillings. The greater part of the village, which lies about five miles to the west of Tonbridge, was bought by the National Trust in 1939 out of funds provided by the Fallows Bequest. The present repairs have been made possible by a grant from the Royal Society of Arts fund for the preservation of ancient cottages.



**RESTORING THE ITALIAN CHURCH IN LONDON:** Scaffolding inside the Church of St. Peter, Clerkenwell, where restoration is now nearing completion. The work of restoring the church has taken ten months and cost about £14,000. Most of the repairs were done on the roof of the church, which suffered damage during the war when bombs fell near by. The church is used by members of the Italian Colony in London.

*On right*—**THE PAINTING OF THE "GLORY OF ST. PETER":** This picture on the roof of the church has been cleaned but not restored.

**A SMALL HAMPSHIRE CHURCH WHICH IS IN URGENT NEED OF REPAIR:** *On left*—A view of the Church of St. Michael and All Angels at Knight's Enham, near Andover. *On right*—Part of the damaged north wall of the early English church beneath the twelfth-century stained-glass window. The Historic Churches Preservation Trust has launched an appeal for £500 to carry out urgent repairs to save the church. It is feared that if work is not carried out immediately on the subsiding wall the whole side of the church may collapse. Parishioners have for some months been organising a number of local enterprises to raise funds.

**A LANCASHIRE HOME FOR BLIND BABIES:** The Southport Sunshine Home for Blind Babies, at Birkdale, which was officially opened last week. The new building replaces the home which was bombed in 1941. It will meet the needs specifically of North and West England, and will accommodate a total of twenty-six babies. The home is one of seven residential nursery schools belonging to the National Institute for the Blind, known as Sunshine Homes for Blind Babies.

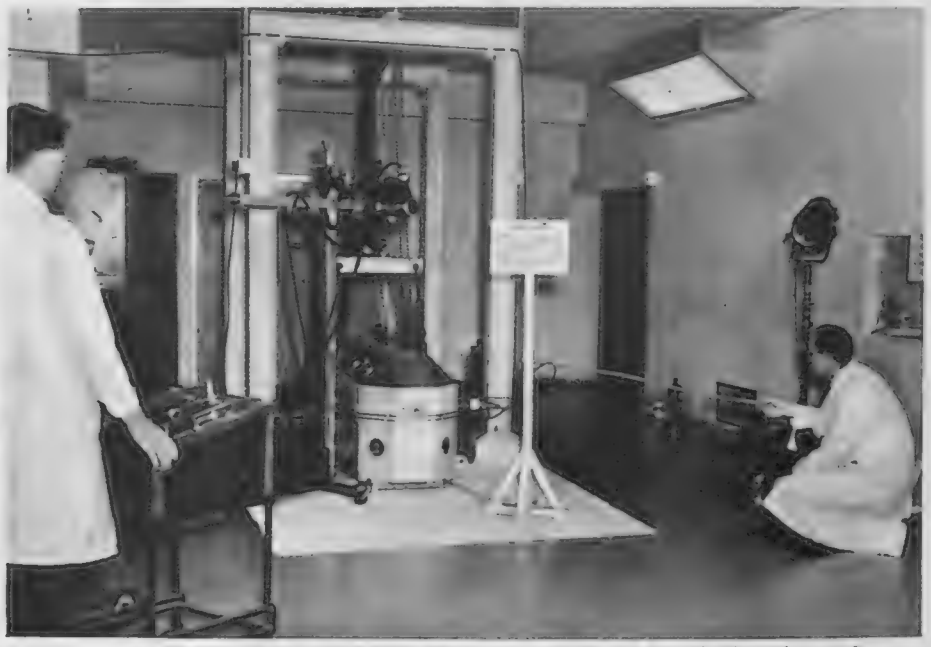
# INSIDE THE ATOMIC FACTORIES

## Scenes at Three Separate Plants of Atomic Energy Production in Britain

**AN ATOMIC WORKER CUTS THE TOP OFF AN ORE DRUM AT ONE OF BRITAIN'S ATOMIC FACTORIES: The respirator protects the operator from inhaling gas Roden, produced by the traces of radium in the ore. Most of the ore used at the factories at Windscale, Sellafield, Cumberland; Springfields, near Preston, and Capenhurst, Cheshire, comes from the Belgian Congo, but there are also deposits in Australia, Canada and Africa.** It is a hard, grey rock and the extraction of uranium from it is a complicated business compared with the extraction of iron from iron ore, but it does not involve any unusual processes in chemical engineering, nor is it accompanied by any remarkable dangers to the health of the workers.

**EVERY PROCESS AT THE FACTORIES MUST BE CAREFULLY CHECKED: This operator is studying the dials which control the crude uranium oxide preparation plant at Springfields. Here the crushed ore is ground to a powder, then dissolved in a mixture of acids.**

**TRIGGERS AND LEVERS FOR THE USE OF THE OPERATORS: They all form part of the remote handling equipment for active material in the specially equipped laboratories. Lead bricks protect the workers from radiation.**



**"FISHING THE COFFIN": The man on the right of the picture is seen assessing the activity of the contents of the thick lead "coffin," the container of a highly active cartridge used for experimental purposes.**

**PRECAUTIONS FOR THE WORKERS AT WINDSCALE: *Left*—A view of the remote handling of active materials, and, *on right*, a colleague adjusts a worker's respirator. In addition to the hood and overalls, rubber boots are also worn. The three factories are all controlled from the headquarters of the atomic energy organisation at Risley, Lancashire. It has been estimated that in twenty years nuclear fuel could replace coal as a means of generating electric power throughout the United Kingdom.**

# BRITAIN'S FIRST ATOMIC POWER STATION

## The First Pictures from Calder Hall, Cumberland, where Building Began Last May

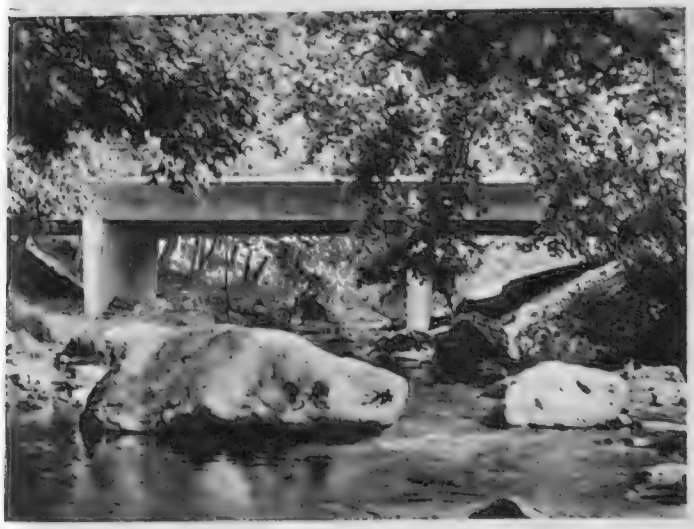
On April 30, 1953, the Minister of Supply, Mr. Duncan Sandys, told the House of Commons that it had been decided to build an experimental atomic power station on the Calder Hall site alongside the Ministry of Supply Atomic Energy Establishment at Windscale, Sellafield. Work on the site was started a few days later, and the pictures on this page, the first to be released, show the progress of construction. When completed it is expected to be the first of its type in the world.

The power station will consist of two natural uranium reactors cooled by carbon-dioxide. Boilers heated by the gas will be placed round each reactor, with the object of supplying steam to a turbo-alternator plant of conventional design. In the recent publication entitled *Britain's Atomic Factories*, Mr. K. E. B. Jay says: "It is interesting to note that this first unit, in what may well become the power generating project of the United Kingdom, makes use of the classical uranium-graphite pile though in an advanced and modified form. One question that has yet to be resolved, and the answer to which affects greatly the cost of the power produced, is how long the uranium fuel may be left in the pile before it is removed for processing. The economic operation of a reactor requires that the fuel elements should be irradiated for as long as possible, in order to reduce processing costs. There is, however, a physical limit to the irradiation time, which is set principally by two changes in the fuel element. The first is caused by the effect of radiation on their mechanical properties; the second is the formation in the fuel elements of fission products, some of which absorb neutrons strongly."

**THE RISE OF BRITAIN'S FIRST EXPERIMENTAL ATOMIC POWER STATION AT CALDER HALL, CUMBERLAND: It will consist of two natural uranium reactors (one of which is here seen being prepared) cooled by carbon-dioxide, which will pass through boilers to create the steam which will drive four turbo-alternator sets. The electricity then generated will be used to feed the National Grid. The buildings adjoin the Atomic Energy Establishment at Windscale.**

**THE NEAR-BY WINDSCALE PLUTONIUM FACTORY AT SELLAFIELD: The building of this factory typifies the remarkable efforts made since 1946 to establish Britain's atomic energy industry. The plant at Windscale is used for separating plutonium from uranium.**

**PREPARING THE FOUNDATIONS FOR ONE OF THE REACTOR PLANTS: The coolant gas to be used will be carbon-dioxide; helium would have been preferable but is not available in sufficient quantities. The reactor core will be enclosed in a mild steel shell capable of withstanding the pressure of the gas; the shell will, of course, be screened by the usual concrete biological shield.**



**CONSTRUCTION AT THE SITE, AND A MODEL AT AN EXHIBITION: *Left*—In order to establish communication with the Windscale works a bridge had to be constructed over the River Calder, and care was taken to ensure that it blended with the local scenery. *Right*—This scale model (64 ft. to the inch) of the Atomic Power Station was displayed at the Earl's Court Electrical Engineering Exhibition last week. A second power station is to be built at Dounreay, Caithness.**

CUTTING PEAT BY HAND AT STAFFIN BAY, SKYE : A report recently published by the Scottish Peat Committee has stated that the vast deposits of peat in Scotland could, if properly used, form the basis of a new industry in the Highlands. Using it as fuel for the generation of electric power, it could find employment for 20,000 people.

HOW PEAT IS USED IN SCOTLAND TO-DAY : This croft at Eriskay is typical of the many small communities that depend on peat for domestic fuel. In the left foreground by the donkey is a small pile of peat. Clearing much of the peat deposits would release land for farming, as once the fuel has been removed the land becomes arable.

CUTTING PEAT BY HAND ON THE ISLE OF SKYE : This laborious method will, if the proposed scheme comes to fruition, be replaced by more speedy mechanical methods. The problems of drying the peat before it can be used as fuel are also dealt with by the report.

*A New Industry for Scotland?*

# ELECTRICITY FROM PEAT

*The Report by the Scottish Peat Committee which Envisages a New National Industry in Scotland*

THE rugged scenery and bracing airs of the Scottish Highlands may have attracted countless tourists from Dr. Johnson onwards, but to generations of Highlanders they have been small compensation for poor natural resources and lack of work. Hence the sorry tale of the gradual de-population of the Highlands. Between 1861 and 1931 nearly 700,000 Highlanders emigrated to find a living elsewhere, and since then the exodus from the remote villages and isolated crofts has continued steadily to become a matter for national concern and action.

Now, on the heels of various development schemes for forestry, fisheries, agriculture, and so on, initiated to check this unhappy drift, comes a new possibility that offers hopes of substantial long-term employment in the Highlands—the exploitation of Scotland's vast peat deposits.

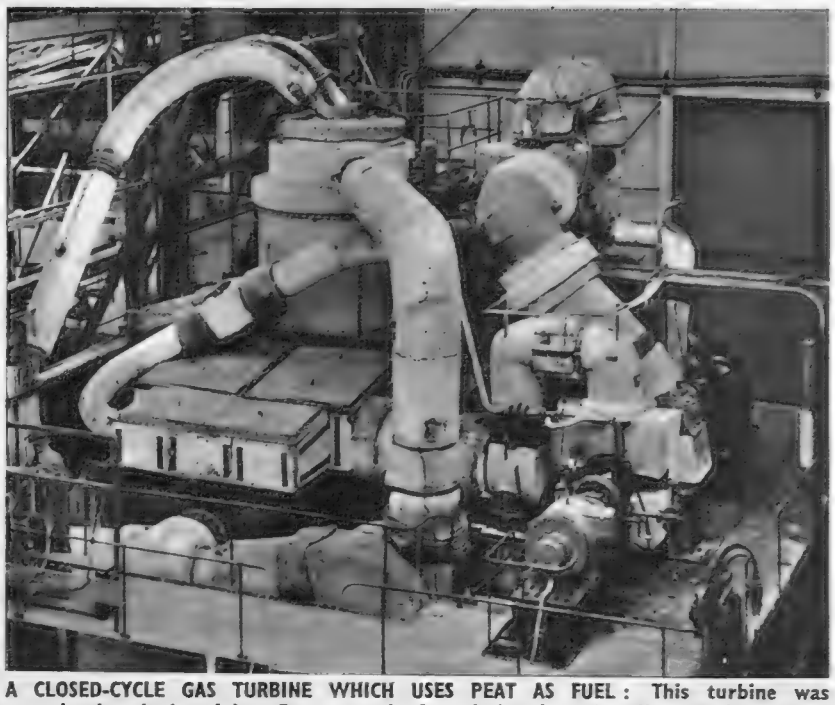
Peat (" the accumulation of plant remains which have been prevented from decaying in the usual way by becoming waterlogged ") covers, in the form of moss or bogs, no less than 9 per cent. of the surface of Scotland, mostly in the Highlands. Its potentialities have lately been reported on by the Scottish Peat Committee, set up in 1949 by the Secretary of State for Scotland, and an interesting and encouraging picture emerges. It seems that the full utilisation of this traditional, age-old fuel of Scotland—crofters of the Highlands and Islands have been hand-cutting and burning it since pre-Norman times—might provide employment for 20,000 people (again chiefly in the Highland counties) for the next 100 years. For the total workable deposits are put at 600,000,000 tons of solids, which is equivalent to 500,000,000 tons of coal.

Though peat is of lower calorific value than coal and difficult to win and process satisfactorily, in conditions where coal is none too plentiful it could be (in the form of briquettes) an acceptable substitute for coal in houses, hotels and industrial plants. But it has many other roles than fuel. For example, in agriculture it serves as a litter for stables, piggeries and chicken-houses, and in horticulture as a manure and soil conditioner. It produces wax for polishes, greases and soaps. It acts as a coal-gas purifier, a building and packing material, an absorbent for filling surgical pads and dressings, and its fibres have been employed (though not very successfully) in making textiles and millboard.

Not all these uses are at present economical, but some could perhaps be developed to become so—and thus create additional employment for Highlanders—if large-scale peat production were started for the main needs of fuel and power.

And it is in the generation of electric power that peat has the most striking possibilities. Before the Scottish Committee sat there were hopes that peat could be burned in gas turbines instead of oil; and one of the Committee's assignments was to advise on

LTNABREAC, IN CAITHNESS, WHERE IT IS PROPOSED THAT THE FIRST PEAT-BURNING POWER STATION SHOULD BE SET UP: In the picture is one of the three houses in this village. The power station will be set up by the North of Scotland Hydro-Electric Board.



A CLOSED-CYCLE GAS TURBINE WHICH USES PEAT AS FUEL: This turbine was developed by John Brown and Co., Ltd., for the North of Scotland Hydro-Electric Board. Many technical difficulties had to be overcome.

NOTHER VIEW OF PEAT CUTTING IN SKYE: The total workable deposits of this fuel in Scotland are estimated at 600,000,000 tons, which is equivalent in potential energy to 500,000,000 tons of coal.

HE OLD METHOD OF GATHERING FUEL: A crofter from South Uist is seen loading hand-cut peat on to a cart. Under the new scheme the cutting and carting of the peat will be fully mechanised.

THE NEW METHOD OF GATHERING FUEL: A mechanical peat cutter seen in operation on Clonsast Bog, in Ireland. In Eire over 5,000,000 tons of peat a year is cut, mainly by mechanical methods, and there are two peat-burning power stations. Many other countries in Europe use peat in this way.

research programme in this context "with special eference to the exploitation of this form of power by he North of Scotland Hydro-Electric Board." After nvestigation the Committee were sufficiently impressed ith the results obtained to recommend that the Board hould order a 2,000 kW closed-cycle gas turbine (peat-red) for installation at Altnabreac Moss, Caithness. hey also reported good prospects for an open-cycle rbine still in the testing stage.

Here, surely, is bright promise of a new and increasing emand for Highland peat and of more work for High-nd hands. And what of the valuable by-product f large-scale peat exploitation—the uncovering of resh acres of farming land? Sir Stafford Cripps spoke truly when he said in 1949 that if the xperiments were successful and full-scale operations ere put in hand, the benefits to the Highlands would nclude not only the utilisation of peat bogs for the eneration of electric power and other purposes, but he reclamation of vast stretches of land for agriculture nd forestry.

Peat is the enemy of agriculture; and even hill-grazings near peaty areas may be reduced in value. Noting this peat-induced sterility, the Committee con-luded that the Highland peat bogs, by raising the cost f social services like roads and dictating the existence f small isolated communities, have directly contributed o the de-population of the Highlands. And they point ut what a different picture the Scottish Highlands might present if modern industrial processes could remove from he good underlying soil this layer of plant residue.

The conversion of peat areas into ground suitable for farming and afforestation depends on the drainage possibilities and the character of the bog. Sometimes it can be effected by intensive draining and the subsequent treatment of the surface of the bog, as in some East Anglian Fen lands and the market garden lands round Paris; and sometimes by mixing peat into the base of the bog, as at the Flanders Moss in Perthshire (developed by Lord Kaimes in the eighteenth century). With reclamation in mind the Committee initiated surveys in Perthshire, Caithness, Sutherland, Ayrshire and Lewis. The most notable findings were recorded at the Caithness bog of Altnabreac. Here it was estimated that the removal of the peat might create some 10,000 acres of arable and pasture land, and this, added to 30,000 acres of surrounding hill ground for rough grazing and 2,000 acres of plantations for shelter belts, might support eighty family farms and employ 180 men.

But all such developments are subject to the basic and prior condition that the peat can be sufficiently economically produced to make it a worthwhile commodity. Not yet overcome are various difficulties connected with its winning, transportation and processing. A number of mechanical techniques have improved on the ancient but still used method of cutting it by hand, but however this soggy, fibrous material is raised there remains the intractable problem of drying it. For peat is 90 per cent. water and must be dried before it can be burned. The Committee examined several processes and concluded that the best was pressure de-watering followed by thermal drying.

In Northern Ireland, where it is now hand-cut for fuel, the Government is considering stepping-up its production. In Eire some 5,000,000 tons a year are collected for fuel, partly mechanically; and there are two peat-fired power stations. It is produced in a big way in Germany, Sweden, Denmark, Holland and Russia. Its pre-war use was mostly agricultural and horticultural, but in Denmark wartime scarcity of more conventional fuels encouraged the burning of peat; and now in other countries it is being increasingly employed as fuel. In Sweden its chemical possibilities are being specially investigated, and in Germany, Scandinavia and the Low Countries the conversion of peat lands for agriculture is considered highly important. In Canada its power-generating possibilities have lately been examined by the Hydro-Electric Power Commission of Ontario. Minnesota, in the United States, contains some 7,000,000,000 tons of peat solids for whose development a Bill went before Congress in 1950.

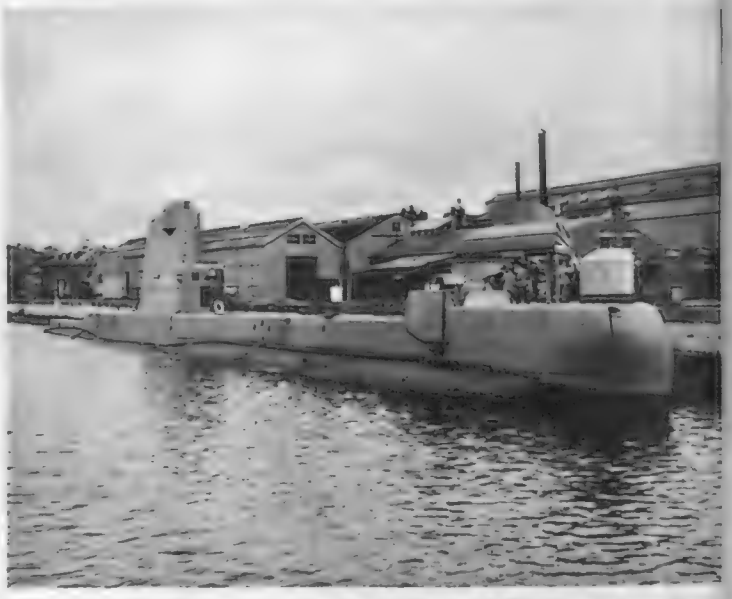
And if in all these countries, why not Scotland? Peat is, of course, the stand-by of many Highland crofters who hand-cut it for their own fuel, and certain firms produce it (again by hand-cutting) chiefly for agriculture and horticulture. But this is merely scratching the surface of what modern technology and engineering (backed by adequate finance) could turn into a rich reservoir. The full exploitation of the peat that has in the past bogged down Highland enterprise and prosperity might help substantially, through re-population and industrial and agricultural expansion, to bring better days to the Scottish Highlands.

John Williams

# THE HOME NEWS IN PICTURES

## *A SURVEY OF THE EVENTS OF THE WEEK*

**ST. PATRICK'S DAY IN AND ABOUT LONDON:** Standing fur-coated on the dais, Mrs. Gordon-Watson, wife of Lieut.-Colonel D. M. L. Gordon-Watson, Colonel of the Irish Guards at the Caterham Guards' Depot, takes the salute at the march-past during the annual St. Patrick's Day parade. On behalf of the Princess Royal Mrs. Gordon-Watson presented sprigs of shamrock to the Guardsmen—a traditional St. Patrick's Day ceremony with them. The shamrock is supposed to have been used by St. Patrick to illustrate the doctrine of the Trinity. He was charged by Pope Celestine I with the conversion of Ireland and died there in 493. *On left*—St. Patrick's Day was observed in London with Mass at Westminster Cathedral. Among those present were Mr. Eamon de Valera, Prime Minister of Eire; Mr. Frank Aiken, the Irish Minister for External Affairs; and the Irish Ambassador to the United Kingdom, Mr. Frederick H. Boland.



**ATOM-AGE SUBMARINE DAMAGED IN CHATHAM DOCKYARD:** H.M.S. *Turpin* was sabotaged—or so it was suspected—in Chatham recently; several electrical leads were found severed. The *Turpin* has been taken out of the Reserve Fleet to be fitted with advanced defensive equipment designed to counteract the new "Limbo" robot submarine destroyer. She has also been rebuilt to withstand the blast of atom bombs.

*Above and on right—*

**A CHURCH WALL COLLAPSES IN SHOREDITCH:** Part of a wall of St. Stephen's Church in Whiston Road, Shoreditch, collapsed last week on top of a near-by prefabricated house. The church, which was bombed during the war, was being demolished. A hawser had been attached to a pinnacle some 30 ft. from the ground when a fracture appeared at the bottom of the church wall; four workmen scattered, shouting warnings, as the wall fell. It practically demolished the kitchen of the pre-fab, but the occupants, fortunately, were in another room. A woman, Mrs. Johns, and her two-year-old daughter Barbara were taken to hospital suffering from shock; the mother had slight injuries but the baby was unhurt.

**A DEPUTATION TO THE MINISTER OF WORKS:** Seen here arriving at the Ministry of Works are (left to right) Sir Shane Leslie, Miss Estella Canziani, Lord Sempill and Mr. R. St. Barbe Baker. Led by Lord Sempill, they went to appeal to the Minister for the conservation of trees in the Royal parks. They told him that if a policy of conservation had been pursued, the trees in the Broad Walk of Kensington Gardens could have been saved. They thought that the disease which has affected many elm trees in recent years had now run its course.

SCOTTISH WAR MEMORIAL RECEIVES ITS FIRST CLEANING IN TWENTY-SEVEN YEARS : A workman is seen cleaning the plaque to the Royal Scots Greys which is in the east bay of the Scottish National War Memorial at Edinburgh Castle. This is the first time since the opening in 1927 that the memorial has been cleaned.

TIDYING UP BERKELEY SQUARE GARDENS : A general view of the gardens, which have been considerably improved by the Westminster City Council. Wartime air-raid shelters have been removed, the ground levelled and lawns have been ploughed up and replanted. It is expected that by this summer the gardens will be back to their pre-war beauty. The plane trees, planted in the eighteenth century, are among the finest in London.

*On left—*

STOCK CAR RACING COMES TO BRITAIN : Cars roaring around the track at New Cross Stadium, London, during a practice race. This sport, which is new to Britain, already has a large following in the United States and in France. The first public races in this country will take place at New Cross on Good Friday. Despite the danger involved to competitors (in the United States cars have been known to blow up, and they are frequently overturned) over 800 drivers have volunteered for the Easter races.

PROUD HUNTRESS AND HER MASTER : Mr. William Humphrey, of Lydbury North, in Shropshire, is seen with his golden eagle, Lady Ben Nevis. She has been trained to kill foxes, and Mr. Humphrey, who breeds gun dogs, claims that the eagle can kill more of the animals than a pack of hounds in one day. Once when a farmer complained that he had lost over 200 chickens, Lady Ben Nevis caught five foxes in one morning. This eagle is the fourth that Mr. Humphrey has owned.

THE COCOONED HERMES AIRCRAFT WHICH ARE THE SUBJECT OF A TRADE UNION DISPUTE AT LONDON AIRPORT : These four-engined aircraft, which are part of the B.O.A.C. fleet of Hermes transport planes, have been withdrawn from service and have been wrapped in protective cocoons. The fleet of nineteen aircraft has been put up for sale, and the Corporation have confirmed that four of them have already been sold to Britavia Limited, owners of Silver City Airways. Delivery of the aircraft, however, cannot be effected, as maintenance men refuse to service them. The unions say that the withdrawal of the aircraft is causing redundancy among staff, and that as they are being sold to competitive firms, further redundancy may be caused.

# "I Am a Camera"

*John van Druten's New Play Provides Dorothy Tutin with a Personal Triumph*

**A DRAMATIC SNAPSHOT: Michael Gwynn, Dorothy Tutin and Robert Cartland in a scene from *I Am a Camera*, at the New Theatre. The play has been adapted from Christopher Isherwood's stories by John van Druten, who also produces the play.** For Dorothy Tutin, who plays Sally Bowles, the amoral daughter of a respectable middle-class English home who drifts into the sordid night life of 1930 Berlin, the opening was a personal triumph. The character she plays was drawn by Isherwood from life.

The subject of the play was borrowed by John van Druten from Christopher Isherwood's stories of the same name. The chief subject of the camera is a girl called Sally Bowles, a strangely mixed character. She is amoral, with a hatred of any kind of discipline, and she gravitates to the corrupt and iniquitous Berlin of the 1930's, just before that city threw up the Nazis, where she is free to indulge herself in sordid adventures. Yet at the same time she has to suggest beneath her deplorable behaviour a quality of innocence and spiritual integrity. It is a part which demands much of an actress for her to make it plausible.

**TOAST TO A SAVIOUR:** In the rich young American (Hugh McDermott), Sally and Christopher Isherwood (the eye of the camera, played by Michael Gwynn) see a ticket for a world trip.

**TEACUP TALK:** Two of the German characters, played by Robert Cartland and Renée Goddard, discuss in halting English the plays of Oscar Wilde.

**THE AMIABLE LANDLADY:** Marianne Deeming, as the German landlady, persuades the hard-up Michael Gwynn to stay on at a lower rent.

**ANOTHER LITTLE DRINK:** And the camera's eye registers yet another impression of Sally Bowles. Michael Gwynn's performance as the detached yet sympathetic observer does much to hold the play together and bring continuity to the series of episodes. During rehearsal he broke two bones in his foot: John van Druten added a couple of lines to the play to explain why his foot was in plaster.

***On right*—**
**CONFESSION:** Fritz Wendel (Robert Cartland) confesses for the first time to Isherwood and Sally Bowles that he is a Jew. As the Nazis are beginning their anti-Jewish demonstrations, Wendel lives in perpetual fear of his racial origins coming to light—a hint in the sordidness of that Berlin of worse to come.

**REFUSAL:** When Christopher Isherwood suggests that Sally throws her lot in with him, she turns him down. "It wouldn't be any good," she says. "I'd run away from you, too, the moment anything attractive came along." Ultimately, she does—and, presumably, drifts on through life to a rather depressing end.

**THE FINAL SCENE FROM "OTHELLO" AT THE SHAKESPEARE MEMORIAL THEATRE, STRATFORD-ON-AVON: In the centre group are Emilia (Joan MacArthur), Othello (Anthony Quayle), Desdemona (Barbara Jefford) and Iago (Raymond Westwell).** This season the Stratford management have departed from their recent practice of engaging established players to take the leading parts and the company consists mainly of young actors and actresses who are comparatively unknown. This experiment is possible because Stratford since the war has established itself as our leading Shakespearean theatre; and, aided by its stars of earlier seasons, it is now one of the country's most prosperous theatres. Before the season opened it had already taken £25,000 in advance bookings. But, though it was a bold and worthy step to give these young players a break, the result of the experiment disappointed the critics; they found most of the performances dull and hoped for an improvement.

# Famous Players in Strange Guises

## *And Youth Takes Over at Stratford*

**A NEW STYLE FOR MOIRA SHEARER: The lovely red-headed ballerina, star of *Giselle*, *The Spectre of the Rose*, *Swan Lake*, *The Sleeping Beauty*, to name a few of the ballets in which she has triumphed all over the world, is here seen learning something new—the Charleston. She is making a film at Shepperton called *The Man Who Loved Redheads*, which tells the story of a man's search for his perfect woman. During this search are shown his interludes with four women—Olga, Colette, Daphne and Sylvia—all of them played by Moira Shearer. Above as Olga, in a knee-high sequined frock of the period, she is getting some coaching backstage from her co-star, John Justin. Roland Culver also stars in the picture and Harold French directs it.**

*On left—*

**A NEW STYLE FOR SIR LAURENCE OLIVIER: Sir Laurence, one of our greatest classical actors, is seen here at the London Palladium doing a tap dance with Jack Buchanan at last week's midnight matinee in aid of the Variety Artists' Benevolent Fund. During his brief performance, which was most skilfully executed, Sir Laurence spoke not a word. He did not even sing.**

**ALEC GUINNESS AS FATHER BROWN: Alec Guinness is now making for Columbia Pictures a version of one of G. K. Chesterton's famous Father Brown stories, in which he takes the part of the eccentric cleric with a nose for crime.** In this story he tries to protect a valuable piece of religious art—the St. Augustine Cross—from thieves while it is in transit to a Congress in Rome. Changing trains in Paris, there are a couple of hours to wait; while he visits the Catacombs with another priest, the cross is stolen by a notorious Continental crook, Flambeau, played by Peter Finch. Father Brown is then faced with two problems—saving the cross and showing Flambeau the error of his ways. The pursuit takes Father Brown back to England, then once more to Paris, while the denouement comes during the picturesque wine festival of Burgundy.

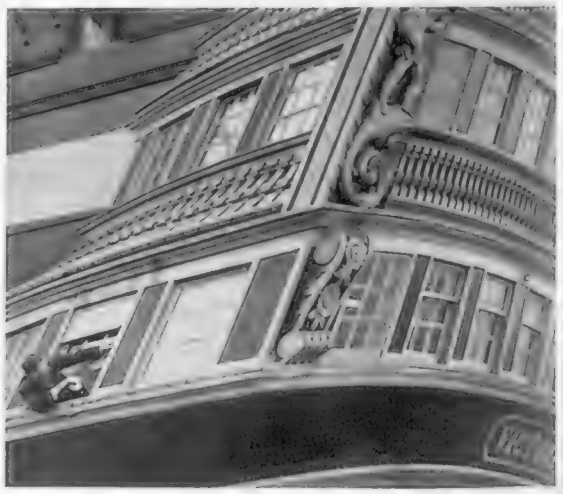
# PEST CONTROL on the "VICTORY"

*Nelson's Famous Flagship is to be Fumigated Against Death Watch Beetle*

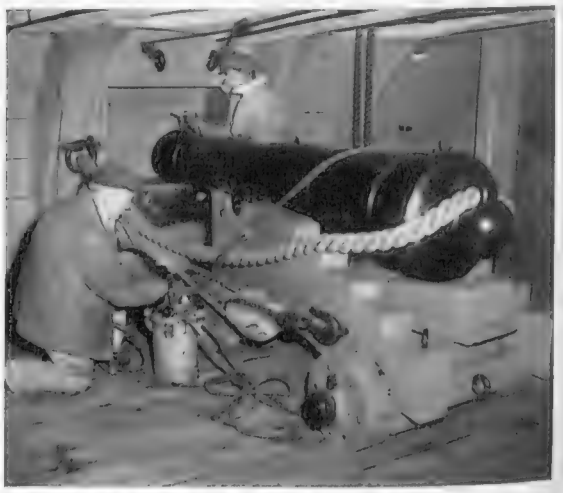
**DEATH WATCH BEETLE ON BOARD THE "VICTORY": A member of the *Victory's* maintenance crew inspecting the crumbling timber of the stern post in the "Bread Room" of Nelson's flagship. The beetles have affected the ship to such an extent that action is to be taken against them. Shortly before Easter the ship is to be evacuated of naval personnel, visitors will be barred and the whole vessel fumigated with a gas. Parts of the ship are already being sealed to prevent the noxious fumes from escaping. The *Victory* was commissioned in 1778 and Nelson selected her as his flagship when appointed Commander-in-Chief in the Mediterranean, in which capacity he directed and won the Battle of Trafalgar from her decks. She was paid off from active service in 1812, and for ninety years floated in Plymouth Harbour. After an examination in 1922 she was moved into dry-dock and cemented in position.**

**SEALING THE HAWSER PIPES PRIOR TO THE WAR ON THE BEETLES: As can be seen from this picture, parts of the *Victory* are in excellent condition. Since being moved to dry-dock, the hull and rigging have been completely overhauled and restored and are exactly as they were when Nelson walked her decks.**

**COCOONING A PORT-HOLE ON THE "VICTORY": Methyl bromide is the gas to be used against the death watch beetles. Hitherto, the decaying timbers of the ship were treated with ordinary insecticide, but this did not prove to be successful. The fumigation will be carried out by the Admiralty with the co-operation of specialists.**



**SEALING THE ADMIRAL'S CABIN: A workman seen making the windows airtight. The timbers affected by the beetles are mainly in the interior of the ship.**



**SEALING THE GUN PORTS: Since 1825 the *Victory* has been used as the nameship of Portsmouth command and visitors have been allowed on board.**

# PRESERVING the RUINS of NEATH ABBEY

*Efforts are Being Made to Arrest the Decay of a Famous Old Landmark Near the Bustling Glamorgan Town*

**AMONG THE RUINS : Work is now being carried out to preserve what remains of the thirteenth-century Abbey. *Below*— All that is left of the Abbey itself. The pile of stones in the foreground marks the position of the old altar.**

**SCAFFOLDING SURROUNDS WHAT WAS ONCE THE ABBOT'S HOUSE : In order to prevent still further decay of the extensive ruins of Neath Abbey, the work of preservation has been undertaken. It is said that in about 1650 the Abbot's house, together with the refectory and dormitory of the lay brothers of the Abbey, was partly recast by Sir P. Hoby for a mansion. Neath Abbey was founded, together with the Castle near by, in about 1130 by Richard de Grainville for monks of the Savigniac Order. Later it was turned over to Cistercians, and at the Dissolution of the Monasteries it passed to the Hoby family. Of the Abbey itself, little remains except the outer walls of the nave and part of the west front. The monastic buildings on the south side have vanished. Across the canal near the Abbey there are still the remains of the Hospitium.**

# THE "HORSE AND HOUND" BALL IN LONDON

*The Annual Event in Aid of the British Field Sports Society*

**THE MASTER OF THE HORSE AT DINNER : From left are Mrs. M. Ansell, whose husband is President of the British Show Jumping Association, the Duke of Beaufort, President of the British Field Sports Society, and Lady Farquhar.**

**DINNER FOR THE GUESTS : A general view at the annual *Horse and Hound* Ball, which was held at Grosvenor House, London.**

*On left—*

**A RENDERING ON THE COACH HORN : Lieut.-Colonel D. L. Barratt of the Pytchley Hunt did not take part in the hunting-horn blowing competition, but he entertained the guests with the larger instrument.**

*On right—*

**THE WINNER OF THE HUNTING-HORN BLOWING COMPETITION : Captain B. W. Bell, M.F.H. of the East Devon Hunt, receiving the Challenge Cup from the Duke of Beaufort.**

# BUDGET DAY, THE MOTORIST AND PETROL TAX

*Although the Chancellor Has Said that He Does Not Intend to Reduce Purchase Tax, There is Still Hope for a Slight Reduction in the Price of Petrol*

BY "THE SPHERE" MOTORING CORRESPONDENT

BUDGET Day—April 6—is approaching, and by the time my next lot of Notes appear it will have come and gone.

The secrets of the Chancellor's little despatch case will not hold anything like as much interest for motorists this year. That is largely because Mr. Butler has already announced that he does not intend to take anything more off purchase tax.

All the same, there is still the vital question of petrol tax still to be resolved. For a long time now—far too long—it has stood at 2s. 6d. in the gallon, and many people confidently believe the Chancellor will give us a little relief this year under this heading.

Encouraged by the Motor Agents' Association, thousands of garages all over the country have put up posters calling for a reduction of 1s. a gallon. A cut of this kind would do an enormous amount of good, but the Chancellor would lose an enormous amount of revenue, and I, for one, think that if he touches petrol tax at all, Mr. Butler will content himself with knocking off sixpence.

Mr. Stuart Malcolm, President of the M.A.A., recently described the tax as iniquitous, and said that at the present rate of 2s. 6d. a gallon it adds 150 per cent. to the price of petrol. "This is twice the purchase tax on some luxury goods," said Mr. Malcolm.

How do you like the idea put forward by the Home Secretary for saving time and money in dealing with summonses for lighting, parking, speeding and other relatively trivial motoring offences?

Sir David Maxwell Fyfe announced in Parliament the other day that a letter explaining the proposals had been sent to all magistrates' courts. With it had gone a suggested form which magistrates' clerks would send to motorists who were being summoned for minor offences.

On this form the accused person is told:

"You are not obliged to answer any of the questions set out below, but if you are willing to do so and will return this paper within seven days, considerable time and inconvenience may be saved."

The questions ask the defendant if he denies or admits the charges, whether he has anything to say in mitigation, if he wishes the case to be dealt with in his absence or intends to be legally represented.

In the letter to the magistrates' courts the point is emphasised that nothing must be done to suggest that a defendant is being urged to admit a charge to save the time of witnesses or of the court.

I cannot see anything wrong with this idea. Accused motorists who did not wish to be legally represented in court and who would find it very inconvenient to attend in person, need no longer fear that the magistrates might double the normal fine because they had shown disrespect for the Bench.

It may not be possible for the Government to introduce its loudly-heralded Road Traffic Bill until the next session of Parliament. This fact emerged during a recent House of Lords debate on roads, when Lord Teynham, chairman of the Automobile Association, again advocated a public loan of £800,000,000 to meet the cost of a proper road system for Britain. The new Bill is often referred to as the Road Safety Bill because it will tidy up the existing Road Traffic Acts in many respects and will contain a number of provisions designed to promote road safety.

In the same debate there was also news of the revised Highway Code which has been hanging fire for so long. The Earl of Selkirk said it was hoped the new Code would be available for the consideration of both Houses "well before the summer recess."

There is still a good deal of misgiving about the new Code. Many people who have made a study of road safety fear that the new Code will not be printed and presented in anything like the most effective manner. There 's also the question of the Terrell Plan—the plan to give the Code "teeth"; in other words, to give the Code the force of law in some respects.

The version of the Daimler Conquest saloon which did so well in the Monte Carlo Rally this year is now available to the public. It is known as the Conquest Century and costs £106 more than the standard Conquest on list price, and £150 more if you count in the purchase tax. The total price is £1,661, compared with £1,511.

It is basically similar to the standard Conquest in both external appearance and in the design of chassis and engine. But it has more power, more vivid acceleration, a higher top speed, more room for the passengers and more lavish equipment.

The power output has been increased from 75 b.h.p. at 4,000 r.p.m. to 100 b.h.p. at 4,400 r.p.m. by fitting dual carburettors, aluminium cylinder heads, special camshaft, larger valves and twin exhaust manifold.

Modifications to the chassis to match the increase in performance include larger diameter propeller shaft, four-star pinion differential and brakes that are ½-in. wider to give a 33 per cent. increase in braking surface.

There is an increase of 4 ins. in the space between the back of the front seat and the front edge of the rear seat cushion, and this gives appreciably more leg room for the back-seat passengers. Other new features fitted as standard include a new instrument panel, with rev. counter; telescopic steering column; chrome finish to the surrounds of windscreen and rear window; spring-up rope. "pulls" in rear compartment; windscreen washers; and larger bumpers.

The prospects are that 1954 is going to be a record year for Continental touring by British motorists. British Railways, Townsend Bros., Ferries and Silver City Airways all report more inquiries about Channel ferry services than ever before.

I am reminded of this trend by the arrival of my copy of the *R.A.C. Continental Handbook* for 1954. It is packed with much valuable information for motorists touring on the Continent.

For example, it lists nearly 3,500 recommended hotels in fifteen different countries and gives up-to-date details about their accommodation and prices. There are also details of nearly 1,000 garages, 150 restaurants and 100 golf courses. And if you want to know how to say carburettor in German or Portuguese, what the average rainfall is in Switzerland or how fast you are allowed to drive in the built-up areas of Holland, it 's all there. The book costs 3s. 6d. for members and 6s. for non-members.

**WINNERS OF THE R.A.C. ROUND BRITAIN INTERNATIONAL RALLY: John Wallwork, who won the Peel Trophy, the premier award, seen with the Mayor and Mayoress of Blackpool, and, *on left*, Miss Mary Walker (left) and Miss Muriel Dodds, who won the Ladies' Award. The winners of both events were driving Triumph cars.**

Here 's another item about foreign touring. . . . Vauxhall owners taking their cars to the Continent may now pay for essential service work while abroad by vouchers bought in the U.K. for sterling.

The Vauxhall "Service in Europe" plan, just introduced with the agreement of the Bank of England, operates in most of the countries where the basic travel allowance applies. The vouchers are supplied at fourteen days' notice by Vauxhall dealers in this country, in books containing either £25 or £50 worth of vouchers. They are exchangeable at authorised general motor dealers in Austria, Belgium, Finland, France, Gibraltar, Holland, Italy, Luxembourg, Portugal, Switzerland or Trieste. The vouchers cannot be used to pay for routine lubrication or maintenance work—only for essential repairs.

When the owner gets home again the cost of unused vouchers is refunded in full by the Vauxhall dealer.

The two outstanding features of the recent R.A.C. international car rally were the toughness of the course (helped by night fog in Derbyshire and Wales) and the success of the new Triumph TR2 sports two-seater.

The rally organisers can congratulate themselves on staging an event that provided a real test of practical motoring and one which the competitors were able to enjoy without annoying the general public. The fact that 65 of the 229 cars which set out from Blackpool or Hastings were forced to retire gives more than a hint of the gruelling nature of the rally.

The Triumph two-seaters, powered by a hotted-up Standard Vanguard engine, cost only £595 (or £844 with tax), and are the world's cheapest 100 m.p.h. cars. They finished first and second in the rally, gained three places in the first five, won the ladies' award, captured the first three places in their class and won the second and third team prizes.

Has a car ever lived up to its name in a more spectacular way in its first major rally test? I should think not. Congratulations to Mr. Johnny Wallwork, of Manchester, on winning the rally in one of the large number of Triumphs entered. Also to Miss Mary Walker, of Wooler, Northumberland, on winning the ladies' award in another Triumph.

Nor must we forget the co-drivers: those long-suffering zealots who do much of the dirty work and get little of the limelight. Mr. Harold Brooks, of Manchester, went with Johnny Wallwork, and Miss Walker's companion was Miss Muriel Dodds, of Berwick.

The Triumph which gained second place in the rally was driven by Mr. Peter Cooper, of New Milton, Hants. Next came Mr. Cuth Harrison, of Hope, near Derby, in a Ford Zephyr. He got a special prize for being the best-placed driver of a closed car and his Zephyr was one of three Fords which won the team prize. The others were two of the new Ford Anglias—what excellent little cars they are!—driven by Mr. Jack Reece, of Liverpool, and Mrs. Nancy Mitchell, of High Wycombe.

The little car which the Austin Motor Company are making for the Nash Kelvinator Corporation of America is what North American motorists have already christened "a honey." Many British motorists are saying: "What a pity they won't be on sale in Britain!" I agree. I think they would prove extremely popular here.

The Nash Metropolitan is really a two-seater, though you can get three people at a pinch in the "split-bench"-type front seat and there is a cushion at the back with room for two children. The back-rest folds forward to give access to the boot. It is being built to the designs of the Nash organisation following a survey of public opinion in the U.S. It uses the 1,200-c.c. Austin A.40 engine, which gives a top speed of about 75 m.p.h. and a petrol consumption of up to 40 m.p.g.

The three-speed gear-box is controlled by a lever mounted ingeniously on the dashboard. The Metropolitan weighs only 16½ cwt. and is being offered as a "hard top" or convertible.

The Austin Motor Company have received an initial order for 20,000 Metropolitans and more than 3,000 have gone to North America already.

Mr. George Harriman, Deputy Chairman of the Austin Motor Company, tells me that the present production rate is 350 a week and that they can build 500 a week if necessary. He thinks Austins may build between 50,000 and 75,000 Metropolitans in the next two or three years. The Nash order means dollars right at the end of the Longbridge assembly line. The Metropolitan will, in fact, earn 25,000,000 dollars for Britain this year.

**THE FIRST BRITISH-BUILT AMERICAN CAR: This is the new Austin-engined Nash Metropolitan ("Hardtop") which the Austin Motor Company and Fisher and Ludlow, Limited, are building in quantity for the Nash Kelvinator Corporation of America.**

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*The World of Books*

# "SOPRANINO" SAILS WEST

*A Fine New Tale of Adventuring in Small Boats; An Anti-McCarthy Manifesto, and a Romantic and Unusual New Autobiography*

SOPRANINO means literally "Little Soprano," and refers to the smallest wind instrument in music. When Patrick Ellam and Colin Mudie set out to produce the smallest possible sailing-boat capable of an Atlantic crossing, it seemed appropriate to bestow this name on her, and so, in due course, they tell their story of the little vessel under the endearing title SOPRANINO (Rupert Hart-Davis. 16s.). *Sopranino* is a clinker-built, fin-keel Bermudan sloop just under 20 ft. long, with a cabin just large enough to sleep two men and room, with ingenious stowage, to hold enough stores for a transatlantic cruise. Her adventures have been remarkable, and in the course of them she has survived more than 10,000 miles of ocean, a tribute at once to her builder and the men who have manned her. *Sopranino* is so light that she rides clean over the tops of the waves without taking any water on board. Her speed is often phenomenal, and on this Atlantic voyage she logged 100 miles per day for long periods. Not the least of the virtues of this adventure story is that the authors take us into their confidence, often dwelling upon the small but fascinating domestic details of the daily routine. As the stores became lower and the ship lightened, *Sopranino* travelled ever faster, planing along with the tiller trembling all the time as the rudder vibrated in the water rushing past it; and so they came to wonderfully green Barbados after weeks of unending blue upon the Western Ocean. Thereafter their route lay among the West Indian Islands and then to New York *via* the Florida Reefs. This is a book in the great seafaring tradition, and, if for a moment it stands alone as a separate entity before the reading public, it can have no happier fate than that it be allowed to join the Mariner's Library.

Mr. James A. Wechsler is a very distinguished journalist, guiding, as he does, the fortunes of the *New York Post* and with his finger presumably on the pulse of the world; but he probably does not know how heartily sick and tired we are in this country of the great McCarthy controversy, of which we have been having such an overdose in recent days. Mr. Wechsler has felt impelled, however, to set down his personal impressions of a McCarthy grilling, and the resultant book, THE AGE OF SUSPICION (Andre Deutsch. 16s.), adds measurably to the sum total of evidence that is piling up against Dictator Joe. Mr. Wechsler is one of those unlucky Americans who in younger days flirted with Communism, having been a member of the Young Communist League from 1934 to 1937. At the age of twenty-two he repudiated the Communist Party, but McCarthy did not mean to let him forget his earlier back-sliding, and so began the long wrangle which this book records. Under investigation Mr. Wechsler stood up manfully to McCarthy, and, be it said altogether in his favour, this was many months before the Wisconsin Bull was at bay. His book makes a clear-cut plea for straighter thinking among the American people, denouncing alike the panic of those who say that McCarthy's political vigilantism has rescued the United States, and the equal panic of those who say that this one Senator has destroyed the Republic. What Mr. Wechsler fears most is the erosion of those values of fairness and mercy which we have so long treasured. He has produced a manifesto essentially for American reading. On this side of the Atlantic it reads very much as a statement of the obvious, priding ourselves that "it can't happen here"; but perhaps we should not be too cocksure.

Reginald Thompson has been a war correspondent on the world's battlefronts, serving as such in the Gran Chaco War, in Normandy, Holland and Germany, and in Korea. Now he switches his attention to the domestic battle-front, and in THE PINK HOUSE IN ANGEL STREET (Dennis Dobson. 15s.) has told the story of his own home. This is a most appealing and unconventional sort of autobiography, full of frankness and all the frustrations of the post-war world. It is full of tenderness and unexpectedness, too, for it is hard to believe that a face briefly seen amid the thunder of the liberating tanks in a Dutch town could be remembered so vividly across the years; that it should belong to one destined to play such a willing part in the intricacies of a man's life—the man who saw her so briefly and with such wonderment. Reginald Thompson writes movingly and well, with a sustained rhythm that is rare, and this astonishingly personal book, so romantic in flavour, owes everything to the delicacy of his touch.

What is the state of Haute Couture in the world? Not very healthy, says Mr. Hardy Amies, the fashion designer of Savile Row, who gravely informs us that all is not well in Paris, where several great houses have closed, among them Lelong, Molyneux, Piguet and Marcel Rochas, finding perhaps that there is not enough solid return for all the sweat, blood and tears, that there are too many houses to serve the thrifty French and not enough rich visitors from North and South America to fill the gap. In JUST SO FAR (Collins. 15s.) Mr. Amies has written a most readable if somewhat pompous book about his chosen profession of dress designing, describing his early struggles and the great adventure of setting up his own business in an historic but badly-bombed building in Savile Row. On finance, Mr. Amies is reticent, but he does mention that all those people who fancy starting a fashion house of their own will need at least £30,000 if they are to ensure for themselves a fair run. One point he makes very clear, London's Haute Couture plays a very full share in Britain's export industry.

No one has written better about the lure of the open road than Jim Phelan, and his tales of vagabond life have won him a deserved measure of literary fame. In TRAMP AT ANCHOR (Harrap. 12s. 6d.), Jim takes us behind prison bars to show the life of a lifer, although day-dreams of his wandering years intrude persistently, rather like a bright thread in a drab tapestry. As in Jim Phelan's other books the reader will recognise the authentic touch and be grateful for it, and will see rather quickly that the smooth cosmopolitan criminal, on the one hand, and the Bill Sikes type on the other, are really very far removed from the run-of-the-mill malefactors to be met in Britain's gaols. Jim Phelan indicates that they are a much

**MARK TWAIN LIVED HERE: This picture shows the humorist's house standing amid the debris of razed buildings on Lower Fifth Avenue in Greenwich Village, New York. The local Chamber of Commerce wanted to move the 114-year-old house and make it into a museum, but efforts to raise money for the effort failed. Now it awaits the house-breakers.**

"steadier lot" than our fiction writers will allow, very much creatures of routine, like the man who catches the 8.15, and looking upon the gaol very much as some of us regard the office—a burdensome necessity besetting man's path. Jim's viewpoint is, at any rate, refreshing,

Jon Godden showed great promise with her first novel, *The House by the Sea*, and followed it up with *The Peacock*, in which, with more than ordinary skill she evoked the life of the jungles of Assam. Now the scene shifts to urban India, to teeming Calcutta, although the author does not actually name the city. Miss Godden's India is the India of to-day, of Nehru and the Republic, and she calls her new novel THE CITY AND THE WAVE (Michael Joseph. 10s. 6d.). The central figure is the Eurasian, Len Chase, the young clerk who trained for the priesthood, but found no consolation or hope in religion, discovering only an abiding sense of distaste at the corruption and squalor in the world around him, a longing to remain aloof from his fellow-men. Len lived in a tall block of flats in which dwelt Bengalis, Sikhs, Muslims and Eurasians, and from his roof-top flat he made it his pleasure to study the stars through an ancient telescope. Somehow or other he does not emerge as a very real figure, however, and before they are half-way through this short novel some readers will probably have come to the conclusion that Len is not right in the head, and certainly not worth wasting much time upon. The unfortunate Len, you see, has come to the conclusion that Calcutta is going to be overwhelmed by a single, great, all-cleansing tidal wave which will sweep up from the sea to engulf the city and all its corruption. In his mind's eye he sees the cleansing salt sea-water, and he welcomes it, hoping, indeed, that it will come before his child-wife Marie gives birth to her baby to add yet one more mouth to feed in a world already overburdened with human kind. To the last page we follow the hero on his tortuous, disordered path, only to see him brought to sanity and hope by witnessing the birth pangs of his wife. It is all rather far-fetched, particularly the chapters anticipating the wave; for Len's friend Dey has similar ideas. At least it can be said that Jon Godden conjures up the atmosphere of an eastern city with fine perception, a quality that will surely lead her to greater heights in the realm of fiction.

**THE WEEKLY VISIT BY THE DOUBLE-DECKER LIBRARY: Children from Greenacre School, Great Yarmouth, swarm round the borough's travelling library which has been brought into use to serve outlying areas. Once a double-decker bus, it makes four-hour calls at six different places in the district.**

It may be that one day the world of letters will respond to the name of Mary Lutyens, as it did once to the name of Ouida, for Mrs. Lutyens, a daughter of the late Sir Edwin Lutyens, the distinguished architect, is a most able storyteller and has taken to her heart the middle-class folk of mid-twentieth-century England, just as Ouida centred her work round the polite society of the second half of the nineteenth century. WEEK-END AT HURTMORE (Hutchinson. 9s. 6d.) is Mary Lutyen's latest novel. It is the tale of a typical country week-end in the home of Perdita Charant and her husband Anthony, in which we meet their day-dreaming and/or boisterous children, Nanny and the cook, Margaret the parlour maid, and, of course, their week-end guests, the neurotic Inez (a budding writer), the incredibly handsome Oliver (an Ouida type beyond doubt), Sir Edward Fulven, ever-seeking the perfect experience, and the young lovers Marylin and Patrick. Their loves and desires and hates are neatly interwoven to make a well-sustained narrative, and these people who live their lives in Mary Lutyens' clearly-defined mould certainly come alive to the reader. In the last pages the author makes a hectic break for freedom, as it were to get away from her own characters. She engages the dashing Oliver to Jacqueline Merton, the enchanting Negress and toast of the night clubs. But inevitably the scene moves back to Hurtmore, and somehow we know that all is for the best in Mary Lutyens' well-ordered world.

Finally, here are two thriller stories which are sure of a welcome. Bennett Stanley is described as the author of THE ALSCOTT EXPERIMENT (Hodder and Stoughton. 10s. 6d.). This is the pseudonym of S. B. Hough, one of the most original of our tension builders. The Alscott Experiment takes place on the yacht *Miracle*, chartered by an American millionaire subject to certain conditions, which the captain finds unusual and untenable. His instructions are that neither he nor his crew are to hold any communication with millionaire Alscott's strange, but attractive daughter. Now read on——

BEWARE OF THE DOG (Hodder and Stoughton. 10s. 6d.) is by John Varnam. The central figure is Alec Pockington, a most unlovable character. All Inspector Semlake has to do is to find out who wanted to murder him most. His trouble was he had too many clues.

**Richard Edmonds**

**A SELECTION OF SIX OTHER NEW PUBLICATIONS.**

HISTORIC BRITAIN (Odhams. 16s.) is the title for a profusely illustrated volume dealing with Britain's Heritage of Famous Places and People Through the Ages. The Advisory Editor is Graham Fisher and there is an introduction by John Pennington.

A further illustrated addition to the "In the Steps" Series is IN THE STEPS OF THE CAVALIERS (Rich and Cowan. 15s.), by James Alan Rennie. It is a series of short lives, biographical sketches and vignettes of some seventy-five cavaliers and their contemporaries.

CHIPS OFF THE OLD BENCHLEY (Dobson. 10s. 6d.) is a collection of Robert Benchley's articles that have never before been published in book form. There is an introduction by Frank Sullivan, and the drawings are by Gluyas Williams.

Ethel Mannin has written the biographies of two early nineteenth-century Irish writers, Gerald Griffin and the Rev. Francis Mahony ("Father Prout") and called her book TWO STUDIES IN INTEGRITY (Jarrolds. 16s.). The two Irishmen, both Munster men, have interested their biographer as a study in opposites Griffin abandoned his literary career at its peak in order to embrace the monastic life as a Christian Brother, while Mahony ceased to function as a priest in order to become a man of letters.

CORNER OF THE MOON (Gollancz. 13s. 6d.), by Shiela Steen, is the story of the author's journey down the valley of the Dordogne. "There did not seem to be, really, very much to tell" her friends on her return to St. Foy, yet the story of her country holiday stretches through 223 pages. She travelled through historic centres, rejoiced with villagers on the way, and celebrated and worshipped and suffered with them.

MY WILD FRIENDS (Faber. 15s.), by James Walton, is not a book on how to keep or train wild animals, but a record of some of the difficulties which the author has been able to overcome during his lifelong companionship with them, notably in latter years with lions, tigers and leopards. The ninety-six pictures adorning the text are particularly interesting.

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**THE NEW SECONDARY MODERN SCHOOL AT KETTERING:** Though it is now practically completed and already in use by the children, the new school, which cost £150,000 to build, has not yet been officially opened. It is named the Henry Gotch School after a Kettering personality who had much to do with local education; he was also the brother of T. C. Gotch, the painter, and J. A. Gotch, the architect. The school accommodates 500 mixed pupils and is built on very modern lines. Vast windows fill the classrooms with light, and gay colours have been used in the interior decoration.

*On right—*
**THE DOMESTIC SCIENCE ROOM:** This classroom is fitted with all the latest labour-saving devices for training future housewives—such as gas and electric cookers, washing machines, an Aga boiler and cooker, and a refrigerator.

*On left—*
**THE WOODWORK ROOM:** This room is situated at the end of a wing and has large windows on both sides, affording maximum light in which to work.

*Below—*
**THE METALWORK ROOM:** This also is situated, like the woodwork room, for maximum light. The school was designed by Northampton's county architect and built by a local firm.

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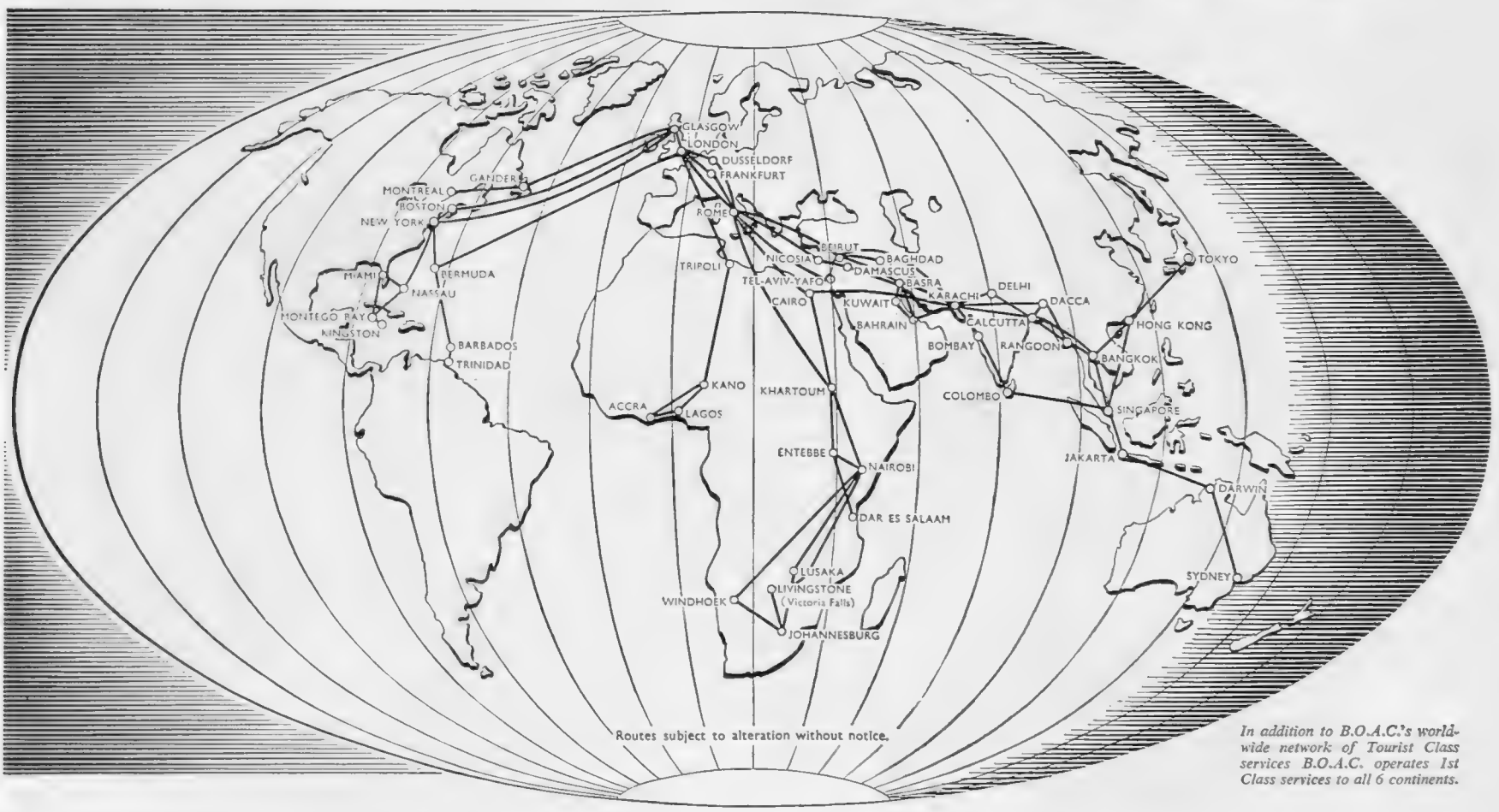


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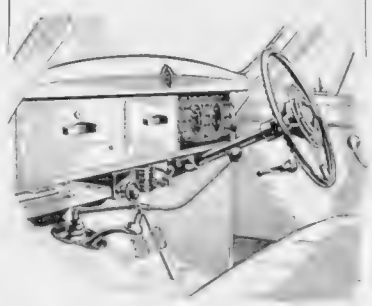

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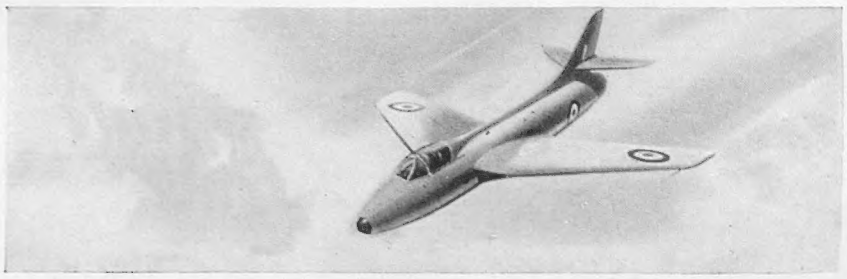

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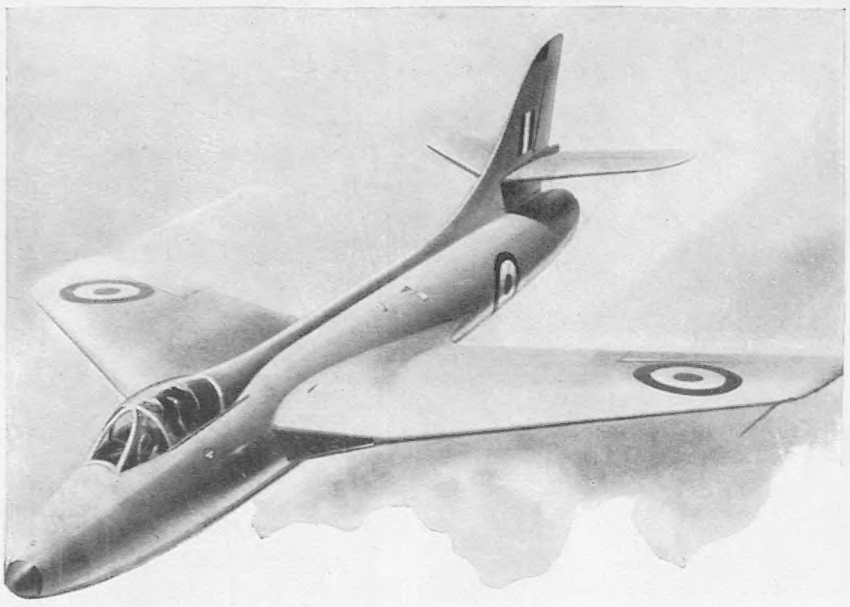

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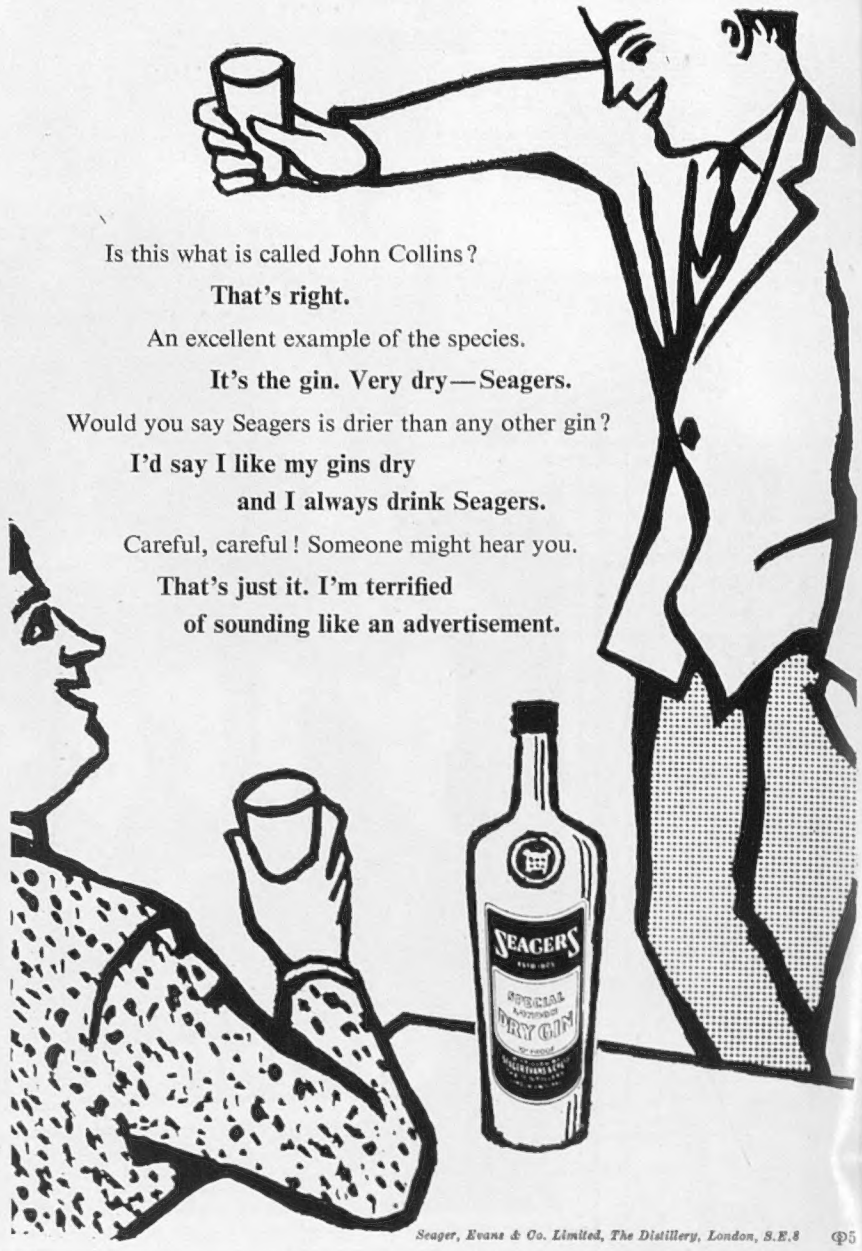


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# IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

*Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him, c/o The Editor,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2.*

ARE you house-hunting or about to ? Most of us have at some time or other been engaged in that frustrating, fruitless type of hunt, until one day we found our dream quarry. But that was not the end of the quest. There were other hurdles to be negotiated—lawyers and local councils, plumbers and electricians, decorators, furniture and furnishings. It was an exasperating but exciting sort of life.

If you are engaged on house-hunting again, or it is your first experience, you will find it of paramount importance to have a comfortable hotel as your base.

It may surprise you to know that quite a number of hotels, because of their location, specialise in looking after house-hunters. Like foot followers attending a meet, you will find that management and staff are always ready on hand with helpful information. Often they know the pros and cons of local properties, can save prospective house-hunters fruitless journeys, and when the deal has been completed, can put them on to the most reliable butcher, baker and candlestick-maker.

In the Guildford–Godalming–Cranleigh area of Surrey, the house-hunter could not better Bramley Grange Hotel, three miles outside Guildford, on the Horsham road. Not only is it in the centre of an excellent residential neighbourhood, with first-class estate agents in Guildford, but it is such a comfortable base in itself. Bramley is admirably situated for the business or professional man who has to journey daily to London, especially if he is a golfer, for at week-ends, and during the long light evenings of summer, free golf can be had over the Bramley golf course adjoining the hotel.

Much the same remarks can apply to the Birch Hotel, at Haywards Heath, in Sussex. Conveniently located for both London and the coast, and situated in the centre of what estate agents would describe as " a much favoured residential district," The Birch, which has been under the personal direction of Commander and Mrs. R. Harris for some twenty years, serves a dual purpose of not only being a base for house-hunters, but because of its excellent and varied menus, attracts them back there when settled in, to entertain or be entertained.

Now let 's cast our thoughts to the Cotswolds. Cheltenham and neighbourhood is a popular residential area. What nicer home could one want after the chase, be it a fox or house, than the mellow Cotswold-stoned Rossley Manor Country Club, three miles from Cheltenham, off the London Road ? The premier of country house clubs in Britain, local members can soon put strangers wise on the good and bad points of this and that property. How loath you will be to leave Rossley when the day dawns for taking over your new house, and even if you have not had the inclination to play squash or tennis, swim or dance, it is fun to look on at amenities which foster such a pleasant club atmosphere.

Cirencester, in the South Cotswolds, is another good centre for the home-seeker, for Kemble Junction is only four miles away, and one can be whisked off to Paddington in just under 1½ hours non-stop. Stratton House Hotel, on the outskirts of the town, will be found to be the most comfortable for a prolonged stay. Winter or summer, spring or autumn, this typical Cotswold manor has always been inviting, and as its resident owners are themselves appreciative of good food and wine, meal-time is always looked forward to.

Farther south we come to the Chippenham–Melksham–Westbury area, and here as a suitable base, because of its position and personal touch, I would select Sandridge Park Hotel. Lying well back off the Calne–Melksham road, the hotel is set on a summit commanding magnificent views of the countryside. Not only can it be described as a home of gracious living, but the prospective householder may well pick up some useful tips on interior decoration.

South-westwards the area of our search can be shifted to the heart of Somerset. Here a comfortable country house hotel awaits you in Holbrook House, near Wincanton. Surrounded by lawns, walled gardens and orchards, it is a positive haven to return to after a day's exhausting search. Under the same capable direction is the Lydford Hotel and Country Club, at Lydford-on-Fosse, near Somerton.

Devon and Cornwall are two counties which attract home-seekers, but as in a following article, I shall be covering this south-west corner from a holiday angle, I will but touch on it now from the residential aspect.

The Bideford area has a great attraction because of its mild climate, especially for those who have been overseas. Here I suggest as your house-hunting base, Knapp House (North Devon Country Club), at Northam. Or for those interested in the Barnstaple–Ilfracombe area, Broomhill, at Muddiford, three miles outside Barnstaple. For mid-Devon, Chagford makes a good base. Take your choice between Easton Court Hotel or Great Tree Hotel. For the Exeter region, I should plump for the Gipsy Hill Country Hotel, Pinhoe, outside Exeter, or the Countess Weir House, situated off the by-pass close by Countess Weir Bridge.

Coming nearer to London again, I find it more difficult to suggest homing bases for house hunters north and west of the Metropolis, but East Burnham Grove Hotel, at Farnham Royal, seems admirably located for this specific purpose. A charming house is East Burnham Grove, with a pleasant atmosphere.

Within easy daily range is the Thames Valley, from Windsor to Marlow, with such residential areas as Gerrard's Cross, Beaconsfield and Chesham.

And so county by county, district by district, your house-hunting quest can be minimised by the choice of the right hotel, and though I cannot attempt, as some readers suppose, to put them on the tracks of their dream house, I may be able to get them that half-way-house—a good hotel.


**ABERDOUR, FIFE. WOODSIDE HOTEL**
Within easy reach of Edinburgh. Famous for comfort and a West End standard of cuisine and cellar. A good holiday base for the Firth of Forth, with Golf, Fishing, Tennis, Boating and Bathing close at hand. Tel.: Aberdour 8.

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**BOURNEMOUTH. CARLTON HOTEL**
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**DOUGLAS, ISLE OF MAN. FORT ANNE HOTEL**
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**JERSEY, C.I. HOTEL L'HORIZON** (1st Register)
For a Spring holiday, come to Jersey's most modern luxury hotel, overlooking glorious sands and a Mediterranean blue sea. Dancing. Continental cuisine. Cocktail bar. Managing Director, Mrs. M. L. Sears. Tel.: Southern 887.

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**LONDON. N.W.4. HENDON HALL**
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